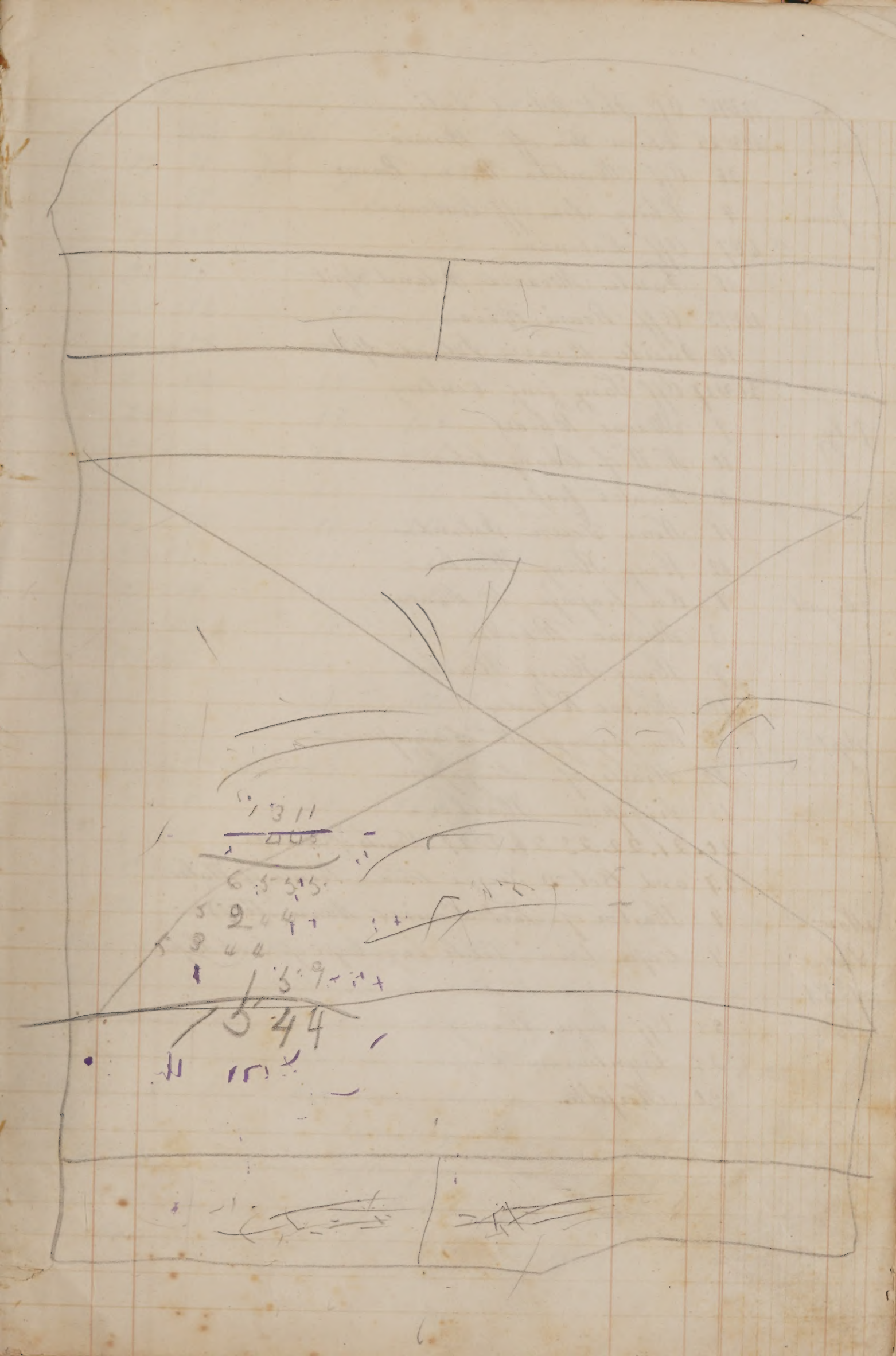


	17 & 18	Off Flat Island Subi
	22 & 25	China Sea off Borneo
	26	Off Marotoba River Borneo
June	4	China Sea Off Labouan
	5 6 & 7	Off Labouan
	11	Inside Moarra Island Spit
	12 & 13	Off Bruni River
	16	Inside Moarra Island Spit
	26 & 27	Off Tang jong Loubong
July	9	Macao Rhodes
	10	N W of Chang Chow
	10	Lantao papage
	11	Near Green Island
	12	Hong Kong Harbor
August	1	On papage to Macao
	3	Macao Rhodes
	7	Hong Kong Harbor
	13	Macao Rhodes
Sept	11	On papage to Singapore
	12	Straits of Singapore
	13	Singapore Harbor
	20. 21. 22 23. 26. & 27	Straits of Malacca
	27 and Oct 3	George town, Prince of Wales
Nov	9	Harbor of Port Louis (Mauritius)
Dec	9	Cape Town, Table bay (Cape of Good Hope
1851		
Jan	28	Off Cape Henry
	28	Lynhaven Bay
	30	Norfolk.

Distances run from Cape of Good Hope to Cape Henry

1850		Miles	Miles		Miles
Dec	17	76	January	6	145
	18	87		7	142
	19	133		8	154
	20	127		9	160
	21	192		10	176
	22	202		11	173
	23	82		12	184
	24	113		13	184
	25	130		14	194
	26	141		15	180
	27	137		16	218
	28	129		17	212
	29	144		18	221
	30	128		19	218
	31	140		20	228
1851				21	170
Jan	1	116		22	177
	2	168		23	180
	3	174		24	164
	4	159		25	136
	5	160			

The following deaths occurred during the Cruise:

John. F. Brooks. Fleet Surgeon. Naval Hospital. Macao, Oct 1849

John. P. Griffin. Ships painter, Macao Rhodes, by a fall from aloft, June 1849

Sam[l] Smith, seamen Macao, Rhodes, by a fall from aloft August 1849

Valentine. Swearlin. Marine natural death. Macao Rhodes, Sept 1849

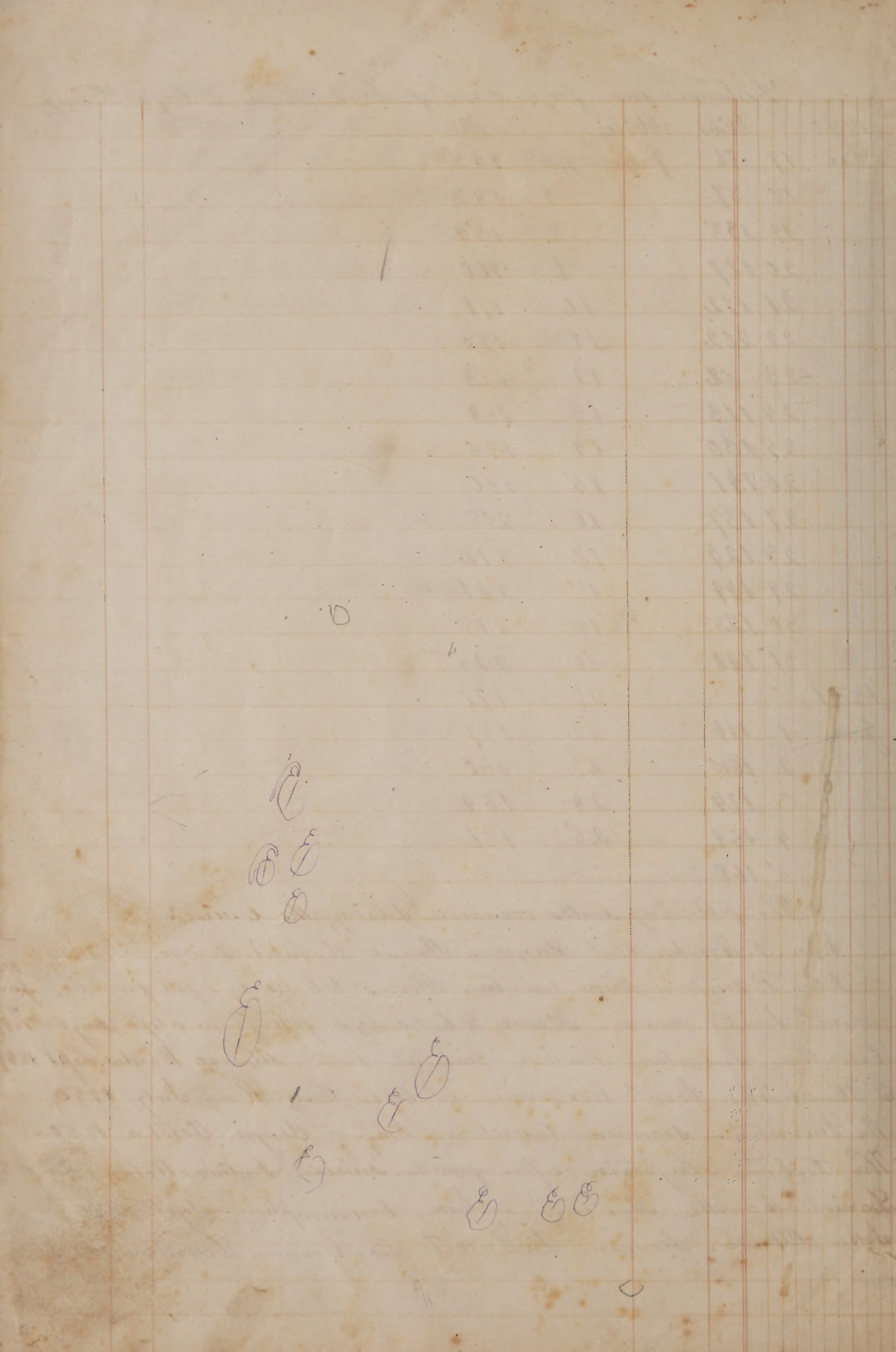
G Hendricks. Gom[r] Coxswain, Cholera, Hong Kong, July 1850

W. Thornton. Seamen Dysentery. Bay of Bengal, October 1850

Wm. Fortune, Captain after guard, suicide Indian Ocean, Nov 1850

Daniel Howith, Straits of Malacca, Consumption. Sept 1850

John Morris. Seamen South Atlantic Ocean, December 1850.



Journal of a Cruise in the U. S. Ship Constitution

Navy Yard Portsmouth

Tuesday March 26th 1844.

Commences with light airs from the S.E. and W.S.W. and clear pleasant weather

List of Officers

Captain John Percival

Lieuts Amasa Paine 1st
" Wm C. Chaplin 2nd
" James Alden 3rd
" James W. Cook 4th
" John B. Dale 5th
" Fabius Stanley 6th

Surgeon McCloud. Purser Thomas M. Taylor

Acting Master B. H. Grant. 2nd Lieut of Marines C. H. Curtis

Professor Mathematics E. Eastbrook.

Assistant Surgeons Marius Duvalle R. McSherry

Passed Midshipman Robert Knapp

Midshipman
Colville Jerrett
Lewis Beard
N. F. Hurley
W. W. Davidson
John E. Hopson
Charles F. Collins
Cornelius Comegys
Wm L. Buchner
John C Kash
S. M. Mason
S. P. Cook
Geo. S. Coughlan
Dominick Lynch

Captains Clerk B. F. Stephens
Boatswain R. Simpson
Gunner E. Sirian
Carpenter H. G. Thomas
Sail Maker Isaac Whitney
Masters mate Charles Woodland

Rec'd a Draft of men on board from the Pennsylvania.

Captain John Percival Commanding

Wednesday March 27. 1844

Commences with moderate breezes and pleasant weather Got the Launch and spare Topmast in board, Painters from the Yard employed in painting Ships

Thursday March 28 1844

Commences with light breezes from S. and W^d and pleasant Received on board a quantity of running rigging in the Boatswain Department Crew variously employed, Carpenters from the Yard employed in fitting boat chocks &c

Friday March 29^th 1844

Commences with Moderate breezes from N^d & W^d and clear pleasant weather Employed in stowing Spars fitting rigging &c At 3.45 Discovered Pennsylvania's colours half mast, Half masted our Colours

Saturday March 30^th 44

Commences with light variable winds and rainy weather Received on board in the Carpenters Department 5 Oaken fashes In the Gunners Department 1 Gun carriage for long Gun and one slide and bed for Carronade

Sunday March 31. 44

Commences with fresh breezes from the S^d and clear pleasant weather. Received on board fresh provisions and a tank of water

Monday April 1. 1844

Commences with fresh breezes from the N^d and cloudy Henry Barnes (2 M. went on Leave

Tuesday April 2d 1844

Commences with fresh breezes from the N.E. and E. and cloudy weather Employed in getting off Stores in the Pursers, Gunners, Armourers and Boatswain. Departments. Received on board in the Boatswain Department 83 coils rope different sizes. 2 coils Housline 1 coil Marline 3 coils spun yarn. 60 splicing fids. 38 Leading Trucks. 10 lb Wooden Hanks 1 lb serving Mallet 3 signal Trucks 80 Ships Scrapers. 100 Hickory brooms 60 Corn brooms. 80 sheaves 7 Lanters. 4 Commanders.
In the Gunners Dept 200 yards of Flannel 75 Rockets Staves
In the Armourers Dept 1000 lbs Iron square and flat 10 Barrels Charcoal 214 lb Bar steel

Wednesday April 3. '44

Commences with moderate breezes from the N.W. and cloudy weather. Recd a quantity of stores in the Medical Department. Returned into the yard a lot of old rigging

Thursday April 4th 1844

Commences with light winds from the S.W. and W. and clear pleasant weather Recd on board 6 Bbl Line 3 do Pitch 2 do Rosin 2 Coils rope and one roll sheet lead

Friday April 5th 1844

Commences with light breezes from the S. and W. and pleasant. Took one reef in the Topsails and furled sails. Mechanics from the Yard variously employed. Recd on board as Captains Cook James Granger from the Pennsylvania

Saturday April 6th 1844

Commences with light breezes from S.W. and E. and warm weather. At 12.30 bent the mainsail. Mechanics from the Yard variously employed

Sunday April 7th 1844

Commences with moderate breezes from the S.E and E and cloudy weather Received on board on Account, 1 Cask of Pipe Brown Soft Soap 1 Box for

Monday April 8

Commences with light airs from the S.E and E and cloudy weather

Tuesday April 9

Commences with moderate breezes from the S.E and pleasant weather

Wednesday April 10

Commences with light breezes from the E and pleasant weather, 9 Painters and 3 Carpenters employed on board this day in the Cross Jeers Topmast Studding Sails

Thursday April 11

Commences with light breezes from the E.S.E and pleasant Rec 2 Coils sounding line from the Yard Robert Hays and John Watts returned from Liberty, Rec 100 Lasts and unstowed the quantity of stores in the Boatswain Store from the Transport 2 Coils Manilla rope 3 inch 450 fms 689 lb 1 coil 3½ inch 130 fath 2.3 lb

Friday April 12. 1844

Commences with light airs and pleasant, at 3 P.M the moorings off Corps Navy Yard and stood down the river under fore and spanker the U.S. Steamer Engineer alongside towing at 4.20 P.M cast off the Steamer and let go the Starb Anchor in 5 fathoms near off the Naval Hospital

Saturday April 13. 1844

Commenced with the Crew employed as required pleasant weather, Employed in taking Powder on board, Rec a number of Barrels of Bread and a quantity of fire wood

Thursday April 11th 1844

Commences with light breezes from the S.E. and E.S.E. and pleasant weather, Rec.d from the Navy Yard a half Main Yard. Received on board from the U.S. Ship Pennsylvania 7 (App.ts Boys) 1 (Sdr) 110 S)

Monday April 15

Commences with light variable breezes and clear pleasant weather, At 10 a.m. called all hands to Muster when the Captain addressed the crew and read the internal rules and regulations for the Ship, at 11 mustered the crew at quarters

Tuesday April 16

Commences with light breezes from the S.E. and pleasant

Wednesday April 17th 1844

Commences with light breezes from the S.E. & E. and pleasant Rec.d from the Pennsylvania by the Goverment Steamer Engineer a Mess.r of Seaman and one Ord.y Seaman, At 1.30 hauled Ships At 2.20 came too with Stbd Anchor in 7 fathoms water veered 18 fath.s chain. Cape Henry light house bore per Compass S 67 E

April 18. 1844

Commences and until 4 p.m. moderate breezes and pleasant, at 2.30 sett the Main Top Gallant sail

From 4 to 8 moderate breezes and pleasant. at 8 mustered the Crew at Quarters

From 8 to 12 fresh breezes and cloudy at 8 took in the Starb.d sail and hauled Ships to the N.E. and W.d at 7.30 both ships in the Fore and Main Topsails and furled the Mizen

At Sea April 19. 1844

Commences with fresh breezes and cloudy weather at 1 set the Mizen Topsail close reefed. at 2 wore ship to the S.E. and E.S.E. made a Tack standing to the S.E. at 3 furled the Mizen Topsail

From 4 to Midnight Strong gales and rainy weather at 6.45 furled the fore topsail

From 12 to 4 fresh gales and cloudy at 4 wore ship, at 5.20 a.m. the

for with Mizen Topsails closed reefed

April 20

Commences with fresh breezes and cold misty weather at 3. called all hands and closed reefed the Fore and Mizen Topsail. Single reefed the Mainsail and hauled down the Fore-top mast Stay sail

From 4 to 8 fresh breezes and cloudy weather at 6.30 sounded in 16 fathoms shelly bottom, at 7 Backed ships to the 1st and 6th and hauled down the Fore Topmast staysail.

April 21st 1844

Commences with light airs and cloudy with thick fog in a new Fore top sail. Braces. A schooner in sight to the Northward

From 8 to Midnight light breezes and cloudy with rain at 9.30 furled the Main top Gallant sail and took one reef in the Fore and two in the Mizen Topsails

April 22nd 44

Commences with light rains and foggy weather, at 7 Hauled home and hoisted the Fore and Main Top Gallant sails

From 8 to Midnight light winds and foggy weather

From 4 to 8 light breezes and cloudy weather. A brig sail in sight on the weather bow

Lat by Obs 38° 03' N

Long " Chr 73° 28' W

At Sea April 23. 44

Commences with light winds and foggy weather
At 1 P.M. came on board [illegible] Set the Staysail
From midnight to 4 light airs and cloudy with thick
fog, [illegible]
From 4 to 8 First part light airs and thick fog Last part
Moderate breezes and foggy weather, Set the Spanker

At Sea April 24

Commences with light breezes and cloudy, From 4 to 8
light breezes and foggy weather sounded in 15 fathoms water
At sunset inspected the crew at quaters. Sounded
in 14 fathoms water
From 8 to Midnight light breezes with thick foggy
weather, At 8.30 Spoke a small schooner to Leeward, at 9 hauled
up the Mainsail and braced the yards and fired a gun
From 8 to Meridian light breezes and foggy weather at 8.30
sent on board a Pilot and let go the Starboard anchor in
10 fathoms water

April 25.

Commences with moderate breezes and thick foggy weather, at 2.30 the fog lifted, Took the following bearings viz
the light Ship Buoy bore by compass N. N.E. Sandy Hook light
N.W. ½ W. At 2.30 got underweigh and stood in towards
the entrance of Sandy Hook, Lower Bay in sight Standing
on At 4.45 Hove up and came too with the Starboard
anchor in 16 fathoms water

Off Sandy Hook

April 26 [illegible]

Commences with moderate breezes from the [illegible] and pleasant
A steamer came alongside from New York At 11.45 visited all hands
[illegible] with Sup Provisions, Sup Coals, fish & Spanker,

Off Sandy Hook

April 27. 44

Commences with light breezes from the Sth and Est and cloudy, at 12.30 let go the anchor in 13 fathoms water at 1.30 called all hands and got underweigh and made sail to Top Gallant sails and flying jib, at 2.30 let go the Starboard anchor in 4 1/2 fathoms water, at 10.30 called all hands up anchor and stood in for the Harbour of New York

New York Harbour

April 28th 1844

Commences with moderate breezes from the Sth & Est and cloudy at 12 Made our number to the U.S. Ship North Carolina, at 1 fired a salute of 13 guns which was returned from the N. Carolina with 9 guns, at 1.30 clewed up and came too off the Battery in 8 fathoms water, at 3.30 Moored ship with 4.5 fathoms on the Starboard stream anchor, and 4 fathoms on the Larboard bower

New York Harbour

April 29. 1844

Commences with light breezes from the Sth & Est with passing clouds, at 1 sent a party of men on Liberty, at 8 cleared Lawse Shipped John Smith (Seaman)

New York Harbour

April 30. 1844

Commences with moderate breezes from the Sth & Wt and pleasant weather, Received from the North Carolina 30 Seamen [illegible], at 4.30 furled sails at sunset sent down Top-Gallant yards

New York Harbour

May 1st 1844

Commences with fresh breezes from the S.a and W.t and pleasant, Rec.d from the Receiving Ship 20 Sea and 1 Os. Employed in fitting up with rails, Received from the Navy Yard a draft of Marines

Thursday May 2

During the day moderate breezes from S.th & W.th and pleasant, Hoisted the Launch on board for repairs

Friday May 3

During the day light breezes the S.th and W.th and pleasant Four Carpenters and one Boatbuilder from the Yard, employed on board in repairing Bill ports and Cg. Hoisted out the Cg

Saturday May 4

Commences with light breezes from the S.th and E.th and pleasant U.S. Ship Brainbridge arrived, during the night light airs and cloudy with heavy rain, Sett. in the forenoon light breezes from the S.th & E.th and pleasant, The North Carolina fired a salute of 13 guns in return to the Brainbridge

Sunday May 5th 44

During the day moderate breezes from the S.th & W.th and pleasant, At 10 a.m. Inspected the crew at quarters and mustered the crew

Son Yard Hudson

Monday May 6th 1844

Commences with light breezes from the S.W. and W. and pleasant weather, Latter part of the day moderate breezes from the S.W. & E.S. and pleasant. Ab.t 8 loosed sail. Four Carpenters and two Joiners from the Yard ab.t work on board

Tuesday May 7th 44

Commences with fresh breezes from the S.E. & E.N.E. and cloudy with squalls of wind and rain, at 1 furled sails. Latter part of the day fresh breezes from the S.E. & W. and pleasant, Six Carpenters from the Yard employed

Wednesday May 8th 44

Commences with fresh breezes from the S.W. & W.N.W. and pleasant, Midd.s fm E. hand to Quarters, Latter part light breezes from the S.W. & W.N.W. and pleasant, ab.t 9. inspected the Ships Company

Thursday May 9th 44

Commences with fresh breezes from S.W. & W.N.W. and clear Carpenter from the Yard employed on the Cutter, Latter part moderate breezes from the S.W. & S.

Friday May 10th 44

Commences with moderate breezes from the S.W. & W. and clear Sent down the Galley, Mechanics employed on board in putting up a new Galley

Saturday May 11th 1844

Commences with light breezes from the S.W. & W. and clear Received on board and secured the Starboard Cable, Received from the Training Ship 5 Apprentice Boys

New York Harbor

Sunday May 13th 44

Commences with light variable breezes and cloudy with rain, at 10 A.M. Mustered the Crew

Monday May 13th 44

Commences with fresh breezes from the N.E & N. and clear at 6.30 Housed Top Gallant Mast, and bent the stream cable Latter part, moderate breezes from the S.E & W. and pleasant, at 7.20 Fidded Top. Gallant Masts

Tuesday May 14th 1844

Commences with moderate breezes from from S.E & W and clear Received a quantity of stores in the Masters. Boatswains Gunners, and Carpenters Department, Furled sails with the Com.r Ships Rec.d a Tank load of water

Wednesday May 15th 44

Commences with light breezes from the E.N.E and clear, Received from the N. Carolina Five Seamen and twenty Landsmen, Latter part of the day light breezes from the N.E and W.N.W and pleasant, at 8. loosed sail,

Thursday May 16 44

Commences with light breezes from the S.E and clear, Received on board 25 Barrels of Bread, The U.S. Brig [illegible] and stood out to sea, The Ships Lexington came down from the [illegible]

Friday May 17th 44

Commences with light breezes from the S.E and cloudy, Hoisted in the Launch for repairs, Latter part, fresh breezes from the N.E and cloudy with rain

New York Harbour

Saturday May 18 1844.

Commences with Moderate breezes from the N^E and E^ly and cloudy, Latter part light breezes from the S^W and W^ly and Cloudy The U.S. Ship Lexington got underweigh dropped down and anchored about a Mile astern of us

Sunday May 19. 1844

During this day light breezes from the N^E & W^ly and cloudy, at 9.30. A.M. inspected the crew at quaters, at 10 Mustered the crew

Monday May 20th 44

Commences with light breezes from the S^E & W^ly and cloudy with rain, Got up the Larboard anchor dropped with the tide ahead of the N. Carolina, Let go the Starboard anchor and moored with an open hause to the U.S. Mid. M. P. Jones reported for duty. (Five young officers)

Tuesday May 21st 44

Commences with light breezes from the W^ly and cloudy with rain, Latter part Moderate breezes from the N^E and W^ly and cloudy, at 9 A.M. exercised the crew at quaters, crew variously employed about the ship

Wednesday May 22nd 44

During this day moderate breezes from the N^E and W^ly and pleasant, at 9 A.M. inspected the at quaters

Thursday May 23

Commences with light Westerly breezes and clear, Received on board 12 barrels sand, also 144 Hickory brooms in the Boatswain Lip^t Latter part light airs from the South and pleasant, at 9 A.M. mustered the crew

New York Harbour

Friday May 24 1844

Commences with light breezes from the S^d and W^d and pleasant
Received a boat load of sand, Saltn Sent light breezes from the
S^d and W^d and clear, Rec^d from the N Carolina 10 Seamen

Saturday May 25 44

During this day light breezes from the S^d and W^d and clear
At 7.30 loosed sails, at 9 inspected the crew at quarters, at 11
furled sails

Sunday May 26 44

During this day light breezes from the S^d and pleasant,
At 12.30 Rear Admiral Wise visited the Ship, Manned the yards
and fired a salute of 17 Guns, He then visited the U.S. ship North
Carolina and was saluted with 17 Guns, Act^g Mid^n J. H. Brown
reported on board for duty; 9.30 Beat to quarters, at 11 mustered
the crew

Monday May 27

Commences with light breezes from the S^d and E^d and
pleasant, latter part of the day light breezes from the S^d & W and cloudy
At 8 loosed sails, at 9 inspected the crew at quarters, moored
in bason in 3½ fms of Water, at 10 furled sails

Tuesday May 28

Commences with light breezes from the N^d & W^d and cloudy
At 2.15 the Ships of war John Adams came in and anchored.
Commodore Jacob Jones visited the Ship.

Wednesday May 29

Commences with light breezes from the S^d and W^d and pleasant
weather, at 9.30 AM a pleasure boat visited us, At 9^h Latter
At 11.30 Sat under sail in tow of a Steamer and stood down the harbor

Steamer at Thursday May 30. 1844

Commences with light breezes and pleasant weather, U. S. Ships of the line Columbus running & rigging and gave us three cheers which was returned by us At 7.30 P.M. cast off the steamer and made sail to royals and flying jib and courses, took our departure at 8. P.M. Sandy Hook light house bearing by Compass N.N.W. distant 8 miles, Got the anchors on the bows and secured them for sea, Inspected the ot quarters, Showed our colours to an English Barque, Distance run 58.2. miles Lat obs. 40°32' N Long obs 72°.5.5

At Sea May 31. 1844

Commences with fresh breezes and clear weather, at 1.30 backed Ship to the S.W. and W., Singled reefed the Topsails in Stays furled the L. Lattan sails and fit and set Fore Topmast Staysail, at 4 sent down Royal Yards

From 4 to 6 fresh breeze and cloudy, Latter part rainy, at 5 sent down Fore and Mizen Top Gallant yards, at 5.45 called all hands and took two reefs in the Top sails

Distance run 77 miles

Lat. D.R. 39°.3'.9" N

Long D.R. 71°.45' W

June 1st 1844

Commences with fresh breezes and cloudy, Latter part, rainy, hauled and set the Spanker, Passed an Hermophrodite Brig steering to the W.W.

From 4 to 6 Fresh breezes and cloudy with light drizzling rain at 6 set the Main Top Gallant sail and crossed Fore Top Gallant Yard

From 6 to 8. Fresh breeze and thick foggy weather, at 7 turned out reefers out of the Top sails. Made and reduced sail as occasion required

Distance run 173 miles

Lat D.R. 39°.13' N

Long " 68°.9' W

Thursday June 2nd 1842

Commences with light breezes and pleasant weather
at 8 Came on and set all the Sail" Studding sail", At 3 backed
& wore ship & the Lower Studding sail

From 6 to 8 light breezes and clear, hauled down fore top
mast Staysail

At 8 duly inspected the crew at quarters

From 8 to midnight light airs and clear pleasant weather
at 8 took in the Studding sails

From 8 to 12 light breezes and clear pleasant weather
at 11 inspected the crew at quarters, at 11.30 performed divine
services, at 11 called all hands to muster and read the articles of
War

Distance 41 Miles
Lat. Obs. 39°.21' N
Long Obs. 66° 51' W

June 3rd 42

Commences with light breezes and clear pleasant weather
at 12.30 set the Sail" Lower Studding sails, unbent, the fore Stun
sail and sent another, Bent a new Foresail,

From 4 to 8 light breezes and clear pleasant weather saw
sail in sight,

From 8 to 8 first part light winds and clear pleasant weather
the first moderate breeze and pleasant, with peeping clouds, at 1 Came
on & set the Topsails, Reef in reefs, Studding sails, and flying Jib
& sail in sight ahead

Distance 103 Miles
Lat Obs. 38°57' N
Long Obs. 55° 40 W

June 4th 42

Commences with light breezes and clear pleasant weather
at 4 passed pumbook for report with top Gallant sail, at 10.30
spoke ship & spoke the Ship in all Studding sails, reduced sail

to double reefed topsails and treble reefed the Mizen topsail

Latter part fresh breezes and pleasant, Crossed the 2d and 3d

Sessions on the guns, at 10.30 single reefed the Topsails and reefed the

spanker

Distance 119 miles

Lat Obs. 39.02 N

Long DR 61°28 W.

At Sea Wednesday

June 5th 44

Commences with moderate breezes and passing clouds

At 9.30 sent down royal yards, at 1 light squalls, Packet

ship, at 9.30 turned the reefs out of the Topsails Hoisted the

flying jib. Latter part moderate breezes and cloudy with light

rain, hauled down the flying jib, and furled the fore top Gallant

sail

Distance 84 miles

Lat. Obs. 38.56'. N

Long DR 58°41 W

Thursday June 5th 4

Commences with moderate breezes and cloudy with ra

and squally appearances, at 1 single reefed the Topsails, an

set Fore and Main Top Gallant sails.

At 8.30. hauled down the jib and set the fore Top mast st

sail.

Latter part moderate breezes and pleasant, in the morn

watch turned the reefs out of the Top sails, crossed Fore and

main Royal yards set the sail at 9 mustered the crew at

quarters.

Distance 80

Lat Obs 40.23

Long DR 57.5

At Sea

Friday June 7th 1844

Commences with moderate breezes and passing clouds
h. 30 squally appearances with heavy rains took in the Studding
sails and flying jib and mainsail,
At 10.30 set the starboard fore top mast studding sail

Latter part moderate breezes and cloudy with heavy rain
At 5.30. hauled hauled up the courses and took in the studding
sail, At 9.30 set all the Starboard Studding sail

Distance 132 miles
Latt DR. 40. 24 N
Long DR. 52. 48 W

Saturday June 8th

Commences with fresh breezes and cloudy weather
At 1. furled Royals, hauled down flying jib took in the Starboard
fore Top Gallant Studding sail, at 12.30 took in all Studding sails

Latter part moderate breezes with pleasant weather,
At 3. set fore and main Royals and mizen Top Gallant sail
At 9. inspected the crew at quarters

Distance 132
Latt DR. 40°. 20'. N
Long DR 51°. 38' W

Sunday June 9th 44

Commences with moderate breezes and clear pleasant wea-
ther At 1 set the starboard fore top mast Studding sail
Latter part of the day fresh breezes and passing clouds
At 1 A.M. took in royals and flying jib, At 10. furled fore
and mizen Top Gallant sails, and single reefed the fore and
main top sails and double reefed the mizen, Reefed and set the
starboard fore top mast, studding sail, At 11. set the Lower Studding
sail fore and mizen top Gallant sail and hauled down the
sails. Distance 243 miles. Latt dr. 40.24 N Long DR 46.38 W

At 4 Son Monday June 10th 44

Commences with moderate breezes and cloudy

At 1 took in the Starboard and set the Larboard Lower Studding sail

Sat 8 part light breezes and clear pleasant weather at 9 inspected the crew at quarters Exercised the First Divisions, unbent the courses and bent others, hoisted the Mizen Royal yard and set the sail

Distance 172 Miles
Latt Obs: 40°18' N
Long: D.R. 40°01' W

Tuesday June 11th 44

Commences with light breezes and clear pleasant weather unbent the main top sail and bent another At 4 took in the Larboard Studding sails and set the Starboard and let blew of the mainsail

During the night fresh breezes and pleasant Exercised the 2d Division at the guns, house up and overhauled the Larboard chain

Distance 162 Miles
Latt Obs 39°57' N
Long Chro: 31°10' W

Wednesday June 12 44

Commences with moderate breezes and pleasant, at sunset inspected the crew at quarters, made and reduced sail as the weather permitted

During the squally appearances reduced sail, at daylight shewed our colours to an English Barque

Distance 171 miles
Latt obs 39°32' N
Long D.R 32.34 West

At Sea. Thursday June 13th

Commences with moderate breezes and pleasant weather. Employed as occurs to a ship standing to the N^d and W^d, At 2. made Land on the lee bow, at 5 discovered the Islands Corvo and Flores, At 3 took in the Studdingsails, braced up. at 5 am. wore on the Larboard tack At ½ set Larboard studding sails, at 8 took the following Bearings. South point of Flores bore pr compass S.E. by E. West point of Corvo Island N.E. by E. At 9 took in studding sails, Exercised the crew at quarters Ends with light airs and clear pleasant weather.

Distance 47 miles. Water made these 24 hours
Lath obs: 39°.14' N.
Long D.R. 31°.41'

Friday June 14th 44

Commenced with moderate breezes and pleasant weather Tacked ships several times during these 24 hours. Made and reduced sail as occasion required, At meridian the Island Flores bore 11 leagues These Islands Flores and Corvo are entirely of Volcanic Organ as they are almost entirely composed of Lava, several hot springs may be found on them. Latter part light airs and pleasant weather

Distance 13 miles Water Made these 24 hours
Lath Obs 39°.05' N.
Long Obs: 31°.06' W

Saturday June 15th 44

Commences with light airs and pleasant weather. Made and reduced sail as was necessary, Mustered at quarters. These 24 hours end with moderate breezes and cloudy weather, crew variously employed

Water made these 24 hours
Distance 67 Miles
Lath Obs 38°.13' N
Long Obs 29°.47' W.

At Sea Sunday June 16th 44

Commences with moderate breezes and pleasant weather. Sent up and shipped a new Main topmast crosstree, at 4 the Peak of Pico island and the Island Fayal in sight, Ship under single reefed topsails, made and reduced sail as occasion required, at 7. 10. the S E point of Pico bore E. N E°

Water made these 24 hours

Distance 53 miles

Lat Obs 38.° 22' N

Long D.R. 28.° 43' W

Fayal Roads

Monday June 17th 44

Commences with fresh breezes and clear pleasant weather, Beating up for the anchorage off the town of Orta" (Fayal Island) Got the anchors off the bows Bent the stream cable to the Starboard bower and the main cable to the Larboard Anchor, at 3.30 clewed up and came to with the Larboard Anchor in 25 fathoms water, the American Vice-Consul visited the Ship. Hoisted the Portuguese Flag at the Fore and and fired a salute of 17 guns which was returned gun for gun from the town. Crew variously employed and with light breezes and pleasant weather

Water made these 24 hours

Tuesday June 18th 1844

Commences with and during the 24 hours light breezes from the N.E and E.S.E and clear pleasant weather, Sent Inboard fidded the F and M. Top Gallant masts, crew engaged setting up Back Stays and Bent Sk. Sheets. ends with moderate breezes and pleasant weather.

Water made these 24 hours

Fayal Roads

Wednesday June 19th 44

Commences with moderat breezes from the S.E and E and pleasant weather, crew employed setting up the Rattlin shrouds &c, purchases at work fitting the Patent Air ports, Middle part calm and cloudy, at 9 AM. inspected the crew at quarters, End with fine S.E breezes and fine weather,

Water made these 24 hours

Thursday June 20th 44

Commences with light variable airs and pleasant weather at 9 AM inspected the crew at quarters. Crossed Top Gallant yards

Water made these 24 hours

At Sea Friday June 21

Commences with breezes from the S.E & E. and passing clouds Communicated "Whale Ships "Isabella" and Portland" from Fayal harbor. the former 23 days out bound to New Zealand, the latter 20 days out on a cruise 2 P.M. Hove short made sail to single reefed Top sails T.G. sail fit and Spanker, Hove up the anchor set the courses and stood out to sea, at 4 PM discharged the Pilot, Furled the Royals and Royal yards and set the Starboard Studden sails Stowed the anchors and unbent the chains, At 4.30. the Peak of Pico bore N.E by E Point Ponta N by W at 6.30 inspected the crew at quarters, End with moderate breezes and clear weather

Water made these 24 hours

Lat in obs 36.50 N

Lon in 1840

Distance 126 miles

Saturday June 22 1844

Commences with moderate breezes and clear pleasant weather At 1 P.M. hove to and spoke the American Brig Zyoming 35 days from Palermo bound to Boston, discovered that she had sickness on board

sent an Assistant Surgeon on board of her to prescribe for her mate Also sent a letter bag for the United States. At 2.20 filled away and made all sail that would draw on our course, Latter part of these 24 hours fresh breezes and pleasant weather, At 9 inspected the crew at quarters and Exercised the 5th Division

Distance 213 miles
Lat by obs 35° 03' N
Long Chro 23° 09' W

At Sea
Sunday June 23d 44

Commences with fresh breezes and pleasant weather, At 3 shipped the capstan, The following remarks were omitted through an oversight on the 22d viz at 8.30 A.M. took in the Starboard Lower studding sail and spoke the English Brig "Isabworth" did not distinctly understand where she was from or where bound, at 9 unshipped the Spar deck Capstan,

During these 24 hours sail was made and reduced as occasion required, During the watch from 8 to midnight weather very squally with heavy rains, at 9.30 A.M. inspected the crew at quarters, At 11 Performed "Divine Service" weather very pleasant,

Water made these 24 hours
Distance 213
Lat by obs 33° 22' N
Long thro 19° 24 W

Monday June 24th 1844

Commences with light breezes and clear pleasant weather At 4 took in the Main Top Gallant studding sail and clewed down the main top sail to fit a new strop to the Jeer Block, At 8 hoisted the main top sail and set the Top Gallant studding sails, at daylight the Island "Madeira" in sight ahead, at 9 A.M. inspected the crew at quarters, Sent the cables aft, Let anchors ready for letting go, Standing along the south side of Madeira

Funchal Roads Madeira

Tuesday June 25. 1844

Commences with moderate breezes and clear pleasant weather
At 2,40 P.M. moored ship and came too with the Larboard Anchor
in 32 fathoms water bottom moored to 6 8 fathoms chain - veered
Each the following bearings viz- "Punta de Cruz" W by N. "Loo Rock" N by
E "Punta Cruz" E S E. at 4 P.M. hoisted the Portuguese Flag - the Fort
saluted us with 17 guns - which was returned gun for gun
from the Fort on Loo Rock, Hoisted out the 2nd Cutter and dropped a
hedge ahead - at 9 A.M. Inspected the crew at quarters, Got up the
deck tackle and veered in to 48 fathoms chain

Water made these 24 hours

Wednesday June 26 1844

Commences with light breezes from the N.E. and N.W. and clear
pleasant weather. Rec.d on board 10 tons of water from the shore, sent
down Top Gallant Yards, at 8 A.M. sent 2nd and 4th Cutters to assist in
towing H.B.M. Frigate "Jamaica" out of the harbour, the Emigrant Steamer
arrived from London bound to Havana. Rec.d several loads of water
from the shore; Hoisted in the Launch to empty the rising ballast, Ends with
Calm and cloudy weather

Water made these 24 hours

Thursday June 27 1844

Commences with calm and cloudy weather At 7.30 inspected
the crew at quarters, Rec.d a quantity of water on board, Crew employ-
ed setting up the Fore and Flying Jib Guys. Punished James Corbett
and Wm Ray - with one dozen lashes of the Cat each for drunkness
and disorderly conduct. Ends with light airs and pleasant weather

Water made these 24 hours

Funchal Roads Maderia

Friday June 28th 1844

Commences with light breezes from the N^d and W^d and pleasant weather, at 11 a.m. His Excellancy Henry A Wise visited the Portuguese Frigate "Fianna" and was saluted with 15 Guns. Ends with light variable breezes and pleasant weather.

Water made these 24 hours

Saturday Saturday June 29, 1844

Commences with fresh breezes from N^d and W^d and pleasant weather, Arrived the American Brig "Edena" from "Bangor" Maine in 26 days, at sunset inspected the crew at quarters, weighed the Stream, 9 a.m. Went to quarters. An English Merchants Brig standing in for the anchorage, Ends with light breezes from the S^th and E^t and clear pleasant weather.

Water made these 24 hours

At Sea

Sunday Monday June 30th 44

Commences with light breezes from the S^th and E^t and pleasant weather, at 2 P.M fired a Gun and hoisted the Colors at 3.20 got underweigh under all sail by the wind and stood out Secured the Boats and anchors, at 5.20 the wind hauled - braced round on the Starboard tack, at 4.30 took the following bearings viz The Peak of "Teneriffe" W by N distance 4 miles. at 6.30 inspected the crew at quarters, at 8 the Island of Maderia out of sight, Middle part light breezes and clear pleasant weather, at 2.40 Braced round on the Larboard tack, 4 sail in sight to the windward 9.30 inspected the crew at quarters, 4 sail in sight astern, at 10 called all hands and performed "Divine Service" Ends with light breezes and clear pleasant weather

Water made these 24 hours

Distance 69 miles

Lat by obs 31.19 N

Long chro 16.57 W

At Sea

Monday Sunrises July 1st 44

Commences with light breezes and pleasant weather
At daylight made the Peak of "Tennereffe" on the Starboard bow.
at 9 AM inspected the crew at quarters. Exercised the 1st and 3d
Sections. A Brig in sight to windward, Ends with light breezes
and pleasant weather; Made and reduced sail as occasion required.
Standing in for the Island Tenerieffe

Water made these 24 hours

Lat

Long Obsd 16°10' West

Santa Cruz Tenerieffe

Tuesday July 2d 1844

Commences with moderate breezes from the East and pleasant
weather at 3 reduced sail to T. S. sails and Jib, at 4 standing
around the N E end of the Island Tenerieffe, at 4.30 clewed up all
sail and let go the Larboard Anchor in 29 fathoms water Muddy bottom
veered to 88 fathoms chain, furled sail, Took the following bearings
The centre of the Town bearing per Compass N.W. most southern point
in sight S.W. the Eastern point in sight E by N, at 5.40 with the
Spanish Flag at the Fore fired a salute of 17 Guns - which was
returned from the Fort with like number, at Sunset sent down the
Royal yards. End with light breezes from the N and E

Water made these 24 hours.

Wednesday July 3d 1844

Commences with moderate breezes from the N and E and
pleasant with passing clouds, at daylight sent a gang of men on board
the American Brig "Adams" of Maine to assist in getting her underway
A Spanish Brig of War came in from sea, Ends with moderate breezes from
N and E and pleasant weather

Water made these 24 hours

Santa Cruz Teneriffe

Thursday July 4th 1844

Commences with moderate breezes from the N.E. and E.N.E. and pleasant weather lights squalls at intervals, at sunrise hoisted the Spanish flag at fore, and the American at the main, mizen and Jeff Peak, at Meridian fired a salute of 21 guns in honour of the day which was followed by the forts on shore. Latter part of the 24 hours light breezes from the N.E. and E.S.E. and clear pleasant weather

Water made these 24 hours

Friday July 5th 1844

Commences with light breezes from the N.E. and E.S.E. and pleasant weather, at 1 answered the salute from the Fort, with the Spanish Ens. at the fore, at 8 Burnt Blue lights and sent up Rockets. Middle part of these 24 hours moderate breezes and clouds with light rain. At 11 the French Frigate "Berceau" arrived from Brest bound to Rio Janeiro, sent on board an Officer to proffer the assistance of this ship. Ends with moderate breezes from the N.E. & E.S.E. and cloudy weather

Water made these 24 hours

Saturday July 6th 1844

Commences with light breezes from the N.E. and E.S.E. and cloudy weather At 12.30 hoisted the French flag at the fore and fired a salute of 21 guns which was returned by the French corvette "Berceau" with a like number

Latter part light breezes and passing clouds

Water made these 24 hours

At Sea Sunday July 7th 1844

Commences with light breezes from the N.E. & E.S.E. with passing clouds, At 2.51 called all hands hoisted the launch, hove up the Anchor toge & bo with the Foretopsail to the Mast, at 3 fired a gun, at 3.20 braced the Royal Yards and made all sail that would draw, H.M.C.M. Corvette underway astern. At 4.45 Santa Cruz bore N by E. distance 12 miles, secured the anchors, unbent the cables and shotted the guns, At 6 the French Ship dropping At 10

Inspected the crew at quarters, at 10.10 called all hands to muster, Performed "Divine Services", Read the Articles of War, Mustered the crew Saw a French man of war to be seen astern from the mast head, Ends with light breezes and pleasant

Water made these 24 hours
Distance 160 Miles
Lath Obs. 26.03' N
Long Chro. 17.08' W.

. 11 Sun . Monday July 8th 1844

Commences with moderate breezes and pleasant, At 6,40 inspected the crew at quarters, Middle part light breezes and passing clouds, At 9 A.M. inspected the crew at qurates. Exercised the 2nd and 3d Divisions at the great guns, Crew employed in setting up Backstay and B. Gallants rigging. Ends with light breezes and passing clouds

Water made these 24 hours
Distance 170 Miles
Lat Obs 23.51' North
Long Chr 19.17' W

Tuesday

Commences with moderate breezes and clear weather, At 8 muster, and seen down the Face of distant sail, Middle part pleasant with made and reduced sail as occasion required, At 9 inspected the crew at quarters, Exercised the 4th Division at the great guns and the [illegible] Division of [illegible] commences, Ends with moderate breezes an pleasant weather

Water made these 24 hours
Distance 195 Miles
Lat Obs 21.25' S
Long 21° 35 W

At Sea Wednesday
July 10th 1844

Commences with moderate breezes and clear pleasant weather Sent down Fore Sail, Ballant yard. Bent it, the sail, sent it aloft, rigged the yard again and set the sail, Made a large Brig standing across our stern. Made and reduced sail as occasion required, Ends pleasantly

Water made these 24 hours
Distance 178 miles
Latt Obs! 19.°25' North
Long Chro! 23.°48' West

Thursday July 11th 1844

Commences with and during the day light, breezes and pleasant, weather with passing clouds, Made and reduced sail as necessary at daylight five sail in sight, Showed our colours to a Dutch ship standing to the S.W and W.N.W Exercised the crew at general quarters, Mann the Fore tacks and sheats and Lifts, Reeved in their stead Ends with pleasant weather

Water made these 24 hours
Distance 153 miles
Latt Obs 17°45' N
Long Chro! 25.42. W

Friday July 12th 1844

Commences with moderate breezes and pleasant weather, At 2 braced up on the Starboard tack the wind having hauled round to the N.E and E.N.E Inspected the crew at quarters, Exercised the 2nd and 3d Divisions with small Arms. Ends pleasantly

Water made these 24 hours
Distance 165 miles
Latt Obs 16.°17' N
Long Chro 25° 22' W

At Sea Saturday July 13th 1844

Commences with moderate breezes and pleasant weather
During these 24 hours Moderate breezes and pleasant weather, made and reduced sail as occasion required, At 9 A.M. inspected the crew at quarters and Exercised the small armsmen of the 5th Division

Water made these 24 hours
Distance 148 miles
Salt Obs 12°.53' N
Long Chro: 26°.40' W

Sunday July 14th 1844

Commences with light breezes and clear weather, At sail in sight on the Larboard Bow standing towards us, took in all studding sails hauled by the wind, hoisted fit and Flying fit and hove too with the Main top sail to the Mast, At 3.40 filled away, showed our colours to the ship to windward, she braved to be English, At 4 took in all studding sails, and hove too again Spoke the English ship "Larpin" Capt Somervil requested permission to communicate with us, sent a boat aboard of us, At 5= boat left us, filled away on our course set all drawing sails, Middle parts pleasant, At 9.30 inspected the crew at quarters, At 10 Performed Divine Service, Ends pleasantly

Water made these 24 hours
Distance 116 Miles
Long Obs: 11°.13' N
Long Chro: 26°.46' W

Monday July 15th 1844

Commences with moderate breezes and pleasant weather at Mid. 16 parts breezes and passing clouds, Lowered the 4th cutter and sent the boats to try the currents, Found a current running half knot to the westward Ends with pleasant weather

Water made these 24 hours
Distance 77 miles
Salt Obs 10°.00' N
Long Chro: 26°.53' W

At Sea. Tuesday July 16th 1844

Commences with light breezes and pasing clouds, Tailors employed in making Mainsail, Middle part fine weather, at 9 A.M. inspected the crew at quarters, Exercised the 4th Division at the great guns, Ends with moderate breezes and pleasant weather

Water made these 24 hours

Distance 53. Miles

Lats Obs 9° 03' N

Long Chron 26.50 W

Wednesday July 17th 1844

Commences with light breezes and pasing clouds, At 6 inspected the crew at quarters, During the night pleasant weather At 8 discovered that the Dolphin Striker was carried away just above the upper sheave hole, cleared the wreck, secured the Jibboom with a Sandars tackle and made preparation for rigging another martingale which was done during the day, At 9. inspected the crew at quarters, Ends with pleasant weather

Distance 108 miles

Lats Obs 7. 54 N

Long Chron 25. 25 W

Water made these 24 hours

Thursday July 18, 1844

Commences with moderate breezes and pleasant weather with a occasional squall of wind and rain, made and reduced sail as occasion required, at 9 Exercised the crew at general quarters, Employed in fitting flying jib martingale, Ends with pleasant weather

Water made these 24 hours

Distance 90 Miles

Lats Obs 7°19' N

Long Chro 23.34 W

Att Sea. Friday July 19th 1844

Commences with and continues throughout these 24 hours with Moderate breezes and pleasant weather, At 6 went to quarters as usual, and at 9 A.M. the same, Made and took in sail as was required the crew variously employed

Water made these 24 hours

Distance 60 miles

Lat Obs 7°.09' N

Long Obs: 23.33' W

Saturday July 20th 184

Commences with Moderate breezes and pleasant weather, Showed our colors to an English ship, two other vessels in sight, at 9 A.M. inspected the crew at quarters, Exercised the 1st and 3d Division of small Armsmen, Ends pleasant

Water made these 24 miles

Distance 138 miles

Lat Obs 6.°18' N

Long Obs: 20.52' W

Sunday July 21st 44

Commences with moderate breezes and pleasant weather Ship under plain sail tacked Ship to the W.d, At 9 inspected the crew at quarters, at 10 Performed Divine Services, made and reduced sail as was required, Ends with moderate breezes and pleasant

Water made these 24 hours

Distance 97 miles

Lat Obs 4.°43' N

Long Obs: 21.°1' W

At Sea Monday 22nd July 1844

Commences with moderate breezes and pleasant weather with occasional squalls of wind and rain, During these 24 hours wind and weather pretty near the same, made and reduced sail as the weather would admit, At 11.30. James Corbitt (OS) fell overboard we hove away the "Life Buoy" hove the main topsail to the Mast, Lowered the 3rd Cutter (to Bleed) and picked him up, at 12 filled away again, Ends pleasant,

Water made these 24 hours
Distance 158 mile.
Lat Obs 3° 14' N
Long Chron 23° 36' W

Tuesday July 23rd 1844

Commences with and during these 24 hours moderate breezes and pleasant weather, made and reduced sail as was necessary, & sail on the lee quarter. Exercised the 2nd Division of Small Arms-men, weather clear and pleasant,

Water made these 24 hours
Distance 177 Miles
Lat Obs: 1° 14 N
Long Chron 25° 36' W

Wednesday July 24th 1844

Commences with moderate breezes and pleasant weather with occasional squalls. Made and reduced sail as occasion required, At 5 P.M His Oceanic Majesty's Messenger arrived with a communication for the Commanding Officer of the Ship, he was received with all the civility imagable, at 8.10 he took his departure, for about one hour after his blazing car was visible to all, quite an excitement was created among those who had not crossed the his dominions, During the night, weather pleasant, At 9 AM. His Oceanic Majesty Neptune and suite visited the ship, bringing with him a Barber well armed with a razor and brush and shaving cream, His Majesty was

drawn by six Blacks followed by his six Constables and guards, and
Mussonjee he was attended by his queen, Rigged the Boom Cover over the
Gangway &c with the force pump filled it with water, He now
proceeded to business and shaved and ducked about 150 persons
at 12 he took his departure, called all hands and spliced the
Main Brace, weather pleasant

Water made these 24 hours
Distance 149 Miles
Long Obsv 26.50 W
Latt Obs 1° 06' South

Thursday July 25th 1844

Commences with and during the whole 24 hours Moderate
breezes and squally with heavy rain, Ship under plain sail.
Made and reduced sail as occasion required, At sail six sights
to windward, Ends with pleasant weather.

Water made these 24 hours
Distance 182 Miles
Latt 3.46 South
Long DR. 28.04 W

Friday July 26th 1844

Commences with and continues Moderate breezes and pleasant
weather, with squalls of wind and rain at intervals, Ship under plain
sail, one reef in the Topsails, Middle and latter part pleasant

Water made these 24 hours
Distance 143 Miles
Latt Obs 6.13 South
Long Obsv 19.35 W

At Sea Saturday July 27 44

Commences with Moderate breezes and clear pleasant weather, at 6 inspected the crew at quarters, Middle part pleasant with passing clouds, At 9 A.M. inspected the crew at quarters Exercised the small arms men of the 3d Division, Ends with fresh breezes and pleasant weather made and reduced sail as occasion required

Water made these 24 hours
Distance 178 miles
Long Obs 31. 06 W
Lat Obs 8. 59 S

Sunday July 28, 1844

Commences with modert breze and pleasant weather At 2.30 carried away the Flying jib boom just outside the main Starbd the Starboard fore brace in Spritsail yard and sprung the Dolphin striker, Hauled the Royals and Fore top Gallant sail clear of wreck and rigged out another boom, Set up the jib and Flying jib guys, hooked a pendant tackle as a preventer Martingal to the jib boom At 6 inspected the crew at quarters, Middle part, fresh breezes and pleasant, at daylight pumped ship, at 7.20 crowded down Fore top sail and came up with the topmast rigging for the purpose of securing the stick when done set up the rigging and made sail, At 9.30 inspected the crew at quarters, at 10 called all hands to muster and read the morning service, Ends with Moderate breezes and pleasant weather

Water made these 24 hours
Distance 188 miles
Lat Obs 12° 05' S
Long Chro: 32° 23' W

At Sea Sunday July 29th 1844

Commences with moderate breezes and pleasant weather with rain squalls at times, at 6 inspected the crew at quarters Middle part weather squally with rain at intervals, Made and reduced sail as occasion required, at 9 A.M. inspected the crew at quarters, and Exercised the 1st Division at great Guns, 4th Division small Arms men with blank cartridges, A sail in sight on the bow, Ends with moderate breeze and pleasant weather.

Water made these 24 hours
Distance 171 Miles
Lat Obs 14.45 S
Long Obs 32.49 W

Tuesday July 30th 1844

Commences with moderate breezes and pleasant weather, at 4 Shewed our colors to a Barque Standing to the S.E and W., at 5.30 inspected the crew at quarters. Stopping the Barque Middle part weather squally Ship under double Reefed top sails, Fore top mast, stay sail and full courses, at daylight two sail in sight one on the lee bow, the other on the lee quarter, 9.30 A.M. Exercised the small arms men of the 3rd Division made and reduced sail as occasion required, Ends with pleasant weather

Water made these 24 hours
Distance 217 mls
Lat Obs 17.41 S
Long Obs 35.5 W

Wednesday July 31

Commences with moderate breezes and pleasant weather, a sail in sight on the lee quarter, Middle part moderate breezes and [illegible] made a sail on the weather quarter, pumped ship, at [illegible] inspected the crew at quarters a sail in sight astern

Water made these 24 hours
Distance 213 Mls
Lat 20.27 Long 38.21

At Sea 1844

Thursday August 1

Commences with light breezes and cloudy weather, saw a sail in sight, astern, at 5 made a sail ahead steering American colours which we also done in return she then made her number which proved to be the U. S. Store Ship "Erie" Lieut Comdt N. H. Stake from the Pacific bound home, at 5.30 we bore down for the "Erie's" commanding Officer with Mr Pendleton late "Consul at Callao" came on board they reported having left Rio Janeiro 13 days ago, then left at Rio the U. S. Frigat Raritan bearing the broad pendant of Com. D. Turner and Frigate Congress Capt Voorhes and store Brig Pioneer Lieut Shaw, after these gentlemen remained a short time on board they returned to their ship, after giving us 3 cheers we parted company, During the latter part of this day weather pleasant, made and reduced sail as occasion required The "Erie" reports the ill health of Commodore Stellas of the Pacific Squadron

Water made these 24 hours
Long Obs: 40.31 W
Lat Obs 22.35 South
Miles

Friday August 2nd 1844

Commences with moderate breezes and pleasant weather, at 5 P.M. made land ahead and on the lee beam, at 6.30 made the light on Cape "Frio" bearing West, Middle part weather pleasant; a sail on the Starboard quarter, got the anchors off the bows and [illegible] made and reduced sail as occasion required, [illegible] Mast Raza Island light a head, Shortened sail and [illegible] to [illegible] to sail to the Mast, at 3.20 hilled away and [illegible] "Cape Frio" bore by compass N.W. by W. ½ W. distance 12 miles, at 4 Cape Frio standing in for the Harbour, At 5 Found Lieut Smith Pioneer in company

Water made these 24 hours
Distance 110 Miles
Lat 22.58 South

Harbour of Rio Janeiro

Saturday August 3rd 1844

Commences with light airs and clear pleasant weather Standing in for the Harbour, Exchanged numbers with the U.S Frigates "Raritan" and Congress, At 2.30 saluted the Broad Pennant of Commodore Turner with 13 Guns which was returned by the Flag Ship "Raritan" with 9 Guns, At 3 P.M. clewed up and came too with the Starboard Anchor in 13 fathoms water; Muddy bottom, furled sails and Moored Ship with 45 fathoms in each cable, Took the following bearings viz "Sugar Loaf" bearing S.W. and "Rat Island" S.W. by W., saluted the Brazilian Flag with 21 guns, which was returned by the Fort, Gun for Gun, The Hon.ble A. E. Pope American Minister Co visited the ship, saluted him with 13 guns Made signals to the Raritan which were answered, at sunset clewed Royal up S.B. Yards, Middle part pleasant, Found here the H.B.M Frigate "Hyacinth" and "America" at anchor in the Harbour, The French Corvettes Bayonnaise and Coquette, Seneca Frigate Eurydice and a Portuguese brig of war, also the Brazilian Frigate "Constitution" At 9 AM inspected the crew at quarters, Ends with pleasant weather

Wind, made these 24 hours

Sunday August 4th 1844

Commences with light land breezes and cloudy weather Sent P.M. 2nd with Boats to join the "Congress" Sent A Gibson joined the Raritan also Lieut of Marines Wm H. Lang to the Raritan, At 4 the Hon.ble Minister & his family and suite left the Ship, Manned the Yards and saluted him with 17 Guns, Ships Draft Forward 20 ft 2 in Aft 23 ft, At 9.30 inspected the crew at quarters, & 10 Read Divine Service and Articles of War, Mustered the crew, Ends pleasant

Water made these 24 hours

Harbour of Jamaica.

Monday August 5th 1844

Commences with moderate breeze from the Eastward and clear pleasant weather, At 9 A.M. inspected the crew at quarters and in presence of the Officers read the Articles on each of the following men 12 lashes of the Cats Onine tails, Wm Geo Knight, (Marine) Sam.l Harris (Landsman) James Corbett (Sea) John Brown 2d (Sea) and Wm Mason (Landsman) for various offences, Set the Flying Jib boom and Dolphin Striker in board, Ends pleasant

Water made these 24 hours

Tuesday August 6th 1844

Commences with light breezes from the S.d and W.d and pleasant weather, Engaged taking water aboard from a tank alongside, At sunset, sent down T. Gallant Mast, Sent 2000 lbs Powder to the "Imogene", Unbent sails - unrove all running rigging, sent down Lower Yards, Lowered the Topsail yards in the tops and housed topmasts, End pleasant,

Water made these 24 hours

Wednesday August 7th 1844

Commences with variable airs and pleasant weather, Sent down Fore and Mizen topmasts on deck, Crew employed refitting lower yards and crossing bends. Hoisted out the Gingy, Cleared hawse, The Barge of "Naiades" visiting the several men of war in the harbour, Manned the Yards for him Water pleasant,

Water made these 24 hours

Thursday August 8th 1844

Commences with light breezes from the E.d and E.ward pleasant weather. The Barge of Naiades visiting the several vessels in the Harbour manned the yards for him, As we were not in proper order to receive us he did not visit us crew employed refitting ship for sea, Latter part pleasant

Water made these 24 hours

Harbour of Rio Janeiro

Friday August 1st 1844

Commences with Moderate breezes the Eastward and clear weather, At 1 P.M the Captain of the Genoese Frigate "Eurydice" visited the Ship, on his leaving visited the Sardinian Flag at the fore and saluted him with 9 guns which was returned by the "Eurydice" with like number, At 4.20 The French Commodore visited the Ship on his leaving saluted him with 13 guns which was returned by the "Belleau" gun for gun, Stayed the Mizen Mast new fore swayed the main top mast on end, End pleasant

Water made these 24 hours

Saturday August 10th 184

Commences with moderate breezes the S.E and W.S.W and pleasant weather, swayed up and fidded Topmasts, sent up lower and topsail yards, crew employed setting up rigging

Water made these 24 hours

Sunday August 11 1844

Commences with light variable airs and clear pleasant weather, At 7 A.M sent 1st and 2nd Cutters to tow the American Barque "Herschell" out of the harbour, at 9 inspected the crew at quarters At 11 called all hands to muster and read the morning Service The following men were punished with the cats by order of Lieut Chaplin for neglect of duty viz John Anderson (CS) and John Johnson (CS) with 7 and George Brown 1st (OS) 12 lashes, Ends pleasant

Water made these 24 hours

Monday August 12, 1844

Commences with fresh breezes from Seaward and pleasant At 5.30 An English Packet Brig came in and anchored, at daylight discovered an American Brig of war at anchor near us which proved to be the U.S Brig "Bainbridge" 48 days from N.Y, at 9 sent up main fidded & rattled main mast Ends clear

Water made these 24 hours

Harbour of Rio Janeiro

Tuesday August 13th 1844

Commences with light breezes from the S.E and E.S.E and clear pleasant weather, The U.S Ship of War "Cyane" came in from sea on her homeward passage from the Pacific after a long cruise. Brings accounts of the death of Commodore Gallas, Commander in Chief of the U.S Naval forces in the Pacific, The "Cyane" made the passage from Callao to this port in 45 days, carried away the Main top mast, stay sail, under the Bow with setting it up, Punished Thomas Collins, Sea, 12 lashes & the cook for letting fall a heave out of the main top, Ends pleasant

Water made these 24 hours

Wednesday, Thursday 14th "

Commences with light breezes from the S.E and E.S.E moderate & pleasant weather, Rec'd Stores on board from Naval Store House, 6 Carpenters Mate, crew employed in painting ship and rigging down the rigging Carpenters altering a mizen top Gallant mast, Sail makers repairing main top sail, Ends with pleasant weather

Water made these 24 hours

Thursday Friday 15th " 1844

Commences with moderate breezes from the S.E and E.S.E and cloudy with rain, Sent the 2nd Cutter to assist in towing the American "Ship Courier" out the harbour, The "Cyane" got underway and shifted her berth further up the harbour near us. Ends pleasant

Water made these 24 hours

Friday August 16th 1844

Commences with light breezes from the S.E and E.S.E and cloudy weather, Shipped a New Dolphin striker and set up fore martingale and back ropes, At 8 A.M An American Frigate in the Offing At 9 made signals 297. At 10. A court Martial convened for the trial of Mid.n A.F. Harley, fired a gun and hoisted a Jack at the

Wizen, Exchanged numbers with the U.S. Frigat. "United States"
off the harbour

Water made these 24 hours

Harbour of Rio Janeiro

Saturday August 17. 1844

Commences with light variable breezes and pleasant weather.
Employed in painting ship outside, Sailmakers repairing old sails
Carpenters making a Flying jib Boom, at sunset the United States
Frigat "United States" came in and anchored 41 days from Callao
The Frigate brings the Melancholy tidings of the death of Commodore
Dallas of the Pacific squadron, at 1.30 court martial adjourned sine die

Water made these 24 hours

Sunday August 18. 1844

Commences light breezes from the S.E. and E.S.E and pleasant
The U.S. Brig "Pioneer" went to sea - bound to Norfolk, at 9.30
inspected the crew at quarters, at 10 called all hands to Muster
and read the "Morning Service"

Water made these 24 hours

Monday August 19th

Commences with light breezes from the E. and N.E. and pleasant
weather, Sent a number of men on Liberty for 24 hours, at 5.30 P.M.
U.S. Ship "Lyon" got underweigh; sent the 1st and 2nd Cutters to assist in
towing her out, she gave us three cheers when passing, which was promptly
returned by us, at the "Sardinian" Frigate "Eurydice" went to sea
Ends with pleasant weather

Water made these 24 hours

Harbour of Rio Janeiro

Tuesday August 20th 44

Commences with moderate breezes and cloudy weather At sunset the Flag Ship Pavilion made signals 1048, Sent the 2nd Cutter to tow an American Brig out of the harbour, Sent a number of men ashore on Liberty for 24 hours. Latter part of these 24 hours weather pleasant, Taking wood aboard from the Launch

Water made these 24 hours.

Wednesday August 21st 44

Commences with light airs from the S.E and E.S.E and cloudy weather. At 9 A.M. inspected the crew at quarters, Crew variously employed Ends with fine weather

Water made these 24 hours

Thursday August 22d 44

Commences with light breezes from E.S.E and pleasant, Crew variously employed. Latter part pleasant weather

Water made these 24 hours

Friday August 23d 44

Commences with light breezes from the E.S.E and E.N.E and cloudy At 2 P.M. The Neapolitan Prince visiting the men of war in the harbour, Manned the yards, At 9 A.M. inspected the crew at quarters by order of the Captain and in presence of the Officers and crew punished Jos. Yeager and Joseph Sennett with 12 Lashes of the Cat O nine tails each for insolence to Midn Upshur of the U.S. Frigate Congress

Water made these 24 hours

Saturday August 24th 44

Commences with [illegible] at this time fine breezes from the E.S.E and E.N.E and clear weather Sailed Midn R. A Knapp and Midn J. F. Gray were attached and ordered to join the U.S. Frigate "United States" commanded by Stribling, At daylight the Frigate "Pavilion" "Congress" and "United States" and Brig Boxbridge got underweigh,

[illegible] Sea to assist in towing them out, The Steam Ship — was [illegible] [illegible], Rowing, ships outside, End pleasant, the squadron [illegible] of the harbour

Water made the 24 hours

Harbour of Rio Janeiro

Sunday August 25, 1844

Commences with and ends wet pleasant weather, At sunset Geo. Smith (Sea) deserted from the 3d Cutter, At 9 AM the crew at quarters, At 10 called all hands and performed Divine Service

Water made these 24 hours

Monday August 26th 46

Commences with and during these 24 hours light variable and cloudy with rain at intervals, Received on board in the Pursers Requirements,

Water made these 24 hours

Tuesday August 27, 1844

Commences with light breezes from the S.E and E.S.E and S. and variable, At 1 P.M. fired a salute of 21 guns in commemoration of the day that "Prince Albert" of England saw the light of this world, Received on board stores in the Pursers Deptt. Dan'l Phillips a seaman belonging to the U.S. Frigate "Congress" was brought on board and delivered to [illegible] a Brazilian Officer, End with light variable winds and cloudy weather

Water made these 24 hours

Wednesday August 28th 44

Commences with breezes varying from the S. and E. to N.E. and S.E. [illegible] [illegible] [illegible]

Baltimore, sent 13 boats to assist in towing out the American Ships "Odessa" and "Oracle". Rec'd on board stores in the Carpenters, and Sailmakers Departments. Fresh gales &

Gales made this 24 hours

Thursday August 29, 1844

Commences with light variable airs and pleasant weather. Rec'd Stores on board in the several departments. The U.S. Frigate "Congress" came in from a short cruise and anchored near us. Sailors part employ

Gales made this 24 hours

Friday, August 30th 1844

Commences with moderate Breezes from the S.W. & W. and cloudy with light rain. Rec'd Stores on board in the several departments and Sent do. do. At 11 A.M. Cutter on board of the American Ship "Roanoke" to assist in unstepping the main mast of that Ship, Sent do. Lieut. Sam'l Phillips on board of the "Congress" crew variously employed Carpenters engaged at work on Eschades Island repairing the Roanoke's Main mast, Ends with pleasant weather

Harbour of Rio Janeiro

Saturday August 31st 1844

Commences with light airs from the S.W. & W.S.W. and cloudy weather Pilot Boat in and hove returned on board, Carpenter on the Island at work on the Roanoke's main mast, Sea's on board Stores in the several departments, Hands employed on the main deck below, Hd. in Stbd. Fore yd. rigging, sent the 1st Cutter to assist in towing her out of the Harbour bent the Topsails and fit. Latter part of this day light breezes from the N.E. and N.N.E. and cloudy.

Sunday August Sept 1st 44

Commences with light breezes from the S.W. and E.S.E. and cloudy weather, at 1.30 furled sails, at 2.30 Bent the Foresail, Carpenters employed at work repairing the "Roanoke's" Main mast, Middle part cloudy at 4 cloudy weather, at 9 A.M. inspected the crew at quarters, at 10 Read the morning "Service", Articles of war, and Internal Regulations of the Ship, also general order to the effect that late Act.d Master G. W. Grant, was this day appointed an Acting Lieutenant of this Ship and John Wm. L. Strain for leave from the day & port until permission to investigate the Geological character of Brazil was appointed Acting Master vice G.W. Grant promoted, Acting Master Thos reported for duty, Latter part light airs from the S.W. and E.S.E. and cloudy weather.

Harbour of Rio Janeiro

Monday Sept. 2nd 1844

Commences with moderate breezes from the S.E. and E.S.E. and cloudy weather, Carpenters employed as yesterday, Middle part same, as daylight H. B. M. Frigate "America" went to sea bound to the Pacific, Ab.s crew employed setting up the Fore and main Lower rigging, at 10.30. Bent the Mainsail, Rec.d from the "Longwood" 27 Bags of Bread, Rec.d from Shore 95 Bags of Bread, Rec.d on board for the Medical Department one Box, Ends with light breezes from the S.E. and E.S.E. and clear weather

Tuesday Sept. 3rd 1844

Commences with light breezes from the S.E. and E. and pleasant weather, Received 164 Bags of Bread, H.B.M. Steamer "Vesuvius" got underway, and went to sea, Carpenters engaged as yesterday, Middle part, light airs from the S.E. and E.N.E. and clear pleasant weather, Rec.d in the Masters Department, 4500 Sticks of Fire wood and from the Navy Store, 30 fathoms of 1½ inch chain and two old conductors, Ends with clear weather,

Wednesday Sept. 4, 1844

Commences with Moderate breezes from the S.E. and E.S.E. and clear weather, H.B.M.S. "Virginie" 41 days from Rio de Janeiro came in and anchored, sent a gang of hands to assist in hoisting in the "Pawnee's" Lower masts, Ends calm

Harbour of Rio Janeiro
Thursday September 5th 1844

Commences with light variable airs and pleasant weather. At 2 pm fired a salute of 21 guns, in honor of the anniversary of the marriage of the Emperor of Brazil, Middle part light breezes from the S.E. and N.E. and cloudy weather. At 9 A.M. received the crew at quarters, At 11 The Captain visited the French Frigate "Virginie" and on leaving was saluted with 11 guns which was returned gun for gun with the French Flag at the Fore. Rove off Gallants and Royal gear and bent the sails, Bent Fore and main Topsail, sent two sofas and one cot on shore for the use of the American Minister (Hon. H. Wise) Ends with pleasant weather

Water made these 24 hours

Friday Sept 6th 1844

Commences with moderate breezes from the S.E. and E.S.E. and pleasant weather. Rec'd from the Navy Store House a stock of iron for Mizen Top Gallant mast Carpenters and Sloyed fitting it up as a Flag Staff for the American Minister Hon. H. Wise. Rec'd American Merchant Ship "Roanoke" went to sea, Latter part clear and pleasant

Water made these 24 hours

Saturday Sept 7th 1844

Commences with light breezes from the S.E. and E.S.E. and fine pleasant weather. Received from the Navy Store House [illegible] boom. A lighter full of water came alongside, employed [illegible] water aboard, Middle part of these 24 hours weather pleasant with fine moderate airs. Took the Ships draft as follows. Forward 20 ft 0 in 23 ft and 6 in. Latter part light breezes and clear pleasant weather Employed preparing to go to sea

Water made these 24 hours

Harbour of Rio Janeiro

Sunday Sept. 8th 1844

Commences with calm, clear and pleasant weather, At 1. with the Brazilian Flag at the Fore fired a salute of 21 guns in honor of the Independence of Brazil, at 3 fired a salute of 17 guns in honor of a visit from the Hon.ble Henry A. Wise American Minister, Unmoored ship and hove short, Hoisted in the boats and crossed Top Gallant Yards, at 5.30 called all hands, loosed and made sail to Top Gallant sails, Hove up the anchor and stood out with a light wind from the N.E. & E.ly. The Boats of the several vessels of war in the harbour returning their visitors with boats, at 5.40 hove too under Topsails to wait for the Marine Boat (the Consul) at 6.50 the boat returned got secured and filled away, at 8.30 called all hands to witness punishments who punished two men for various offences, viz. Smuggling liquor on board, Drunkness and Breaking their Liberty while on Rio Janeiro, at 9.20 Cara Island in sight bearing S.W. distance about 5 miles, Unbent the Cables, secured the anchors for sea, shotted the guns, Latter part light breezes and pleasant weather

Note While in Rio Janeiro our Naturalist Mr Chandler left us and his place was supplied by Mr Peale, a Naturalist of Philadelphia

Water made these 24 hours 1 inch.

At Sea Monday Sept. 9th 44

Commences with moderate breezes and hazy weather, discovered a sail on the weather beam, at 8 merged ship under triple reefed topsails and single reefed foresail, at 8.30 passed a ship to leeward of us about one mile, We showed Our ensign to her, She hoisted Swedish Ensign This day made and reduced sail as occasion required, End with moderate breezes and clear pleasant weather

Water made these 24 hours 6 inches

Distance 100 miles

Lat Obs 24.54' South

Long Obs 40.33 West

At Sea Tuesday Sept. 10th 44

Commences with moderate breezes from the S.E. & E.S.E. and clear weather, During these 24 hours Ship under Starboard Studding sails, Passed a small detachment to Windward, Ends with moderate breezes and cloudy weather with rain

Water made these 24 hours 7 in

Distance 116 Miles

Latt Obs 25.5 S

Long 38.52 W

Wednesday Sept. 11. 1844

Commences with and during this day moderate breezes and pleasant weather, Showed our colours to a Genoese Brig standing to the S.E. and E. Exercised the 3d Division at the great guns. S. L. up Backstays five and aft. Ship under easy sail

Water made these 24 hours 4 in

Distance 182 miles

Latt Obs 27.07 South

Long Obs. 36.07 West

Thursday September 12th 1844

Commences with moderate breezes and pleasant weather. At five this morning sent from the Starboard, & 3 Boats ahead of the Starboard tacks for the first time since leaving Rio, Ends with Moderate breezes and pleasant weather

Water made these 24 hours 6 in

Distance 120 Miles

Latt Obs 28.°18. South

Long Obs. 33.°35 West

At Sea. Friday Sept 13th 1844

Commences with moderate breezes and pleasant weather, Ship's under plain sail by the wind on the Starboard tack, At 8 a.m. punished ships. At 9 a.m. Exercised the 4th and 5th Divisions at quarters, and the 2d Division small arms. At 4 p.m. this morning a large Water Spout producing a very brilliant light, very much resembling a blue light, Saw with ease large and clear pleasant weather.

Water made these 24 hours 5 ft
Distance 131 Miles
Latt Obs 30°.18 South
Long Obs 32°.25 West

Saturday Sept 14th 1844

Commences with light breezes and pleasant weather, At 8 a.m. inspected the crew at quarters. Latter part moderate breezes with squally weather. Ship under plain sail. At 9 a.m. inspected the crew at quarters Exercised the 5th Division at the guns, Exercised the 3d Division small arms.

Water made these 24 hours
Distance 121 Miles
Long 31.38 West
Latt 31.47 South

Sunday Sept 15th 1844

Commences with light breezes & cloudy weather, At 8 a.m. inspected the crew at quarters, [illegible] At 10 performed divine service, ship under Courses Studding Sails, &c. Pleasant.

Water made these 24 hours 3 ft
Distance 93 Miles
Latt Obs 32°.05 South
Long Obs 29°.52 West

At Sea. Monday Sept 16 1844

Commences with and throughout these 24 hours light variable breezes and cloudy weather with calms, at intervals, a shower of rain with thick fog & mist, At 8.30 a.m. Braced up on the Starboard tack. Discovered a split in the Main Top. Gallant sail clewed down, stripped it and set it again, At 11 tacked ship to the Eastward. Ends pleasant

Water made these 24 hours 2
Distance 44 Miles
Lath Obs 32.02' South
Long Chro: 29.12 West

Tuesday Sept 17, 1844

Commences with light airs and racing with calms, At 3.30 went to quarters, Braced round on the Larboard tack, At 8.30 squally appearances hauled down fib and set Fore Topmast staysail, A sail in sight on the weather beam, At 9. a.m. Inspected the crew at quarters, Hove to with the Main Topsail to the mast for the sail to windward standing for us) At 10 the sail proved to be an English Barque, Filled away on our course, Ends pleasant.

Water made these 24 hours 5
Distance 67 Miles
Lath Obs 32.38' South
Long Chro: 27.34

Wednesday Sept 18, 1844

Commences with moderate breezes and pleasant weather [illegible] Clouds. At 4 A Barque in sight on the lee quarter, At 5.30 inspected crew at quarters, Made and reduced sail as the [illegible] Hove to with the Main Topsail to the mast, standing sail down in the Morning watch, At 9 A.M inspected the crew at quarters, sent down the Wrecked boom and sent aloft another rigged it, Exercised the Marines at quarters, End with light variable winds

Water made these 24 hours 4 [illegible]
Distance 67 miles Long Ch 28.09' W
Lath Obs 32° 49' S.

At Sea. Thursday Sept. 19th 1844.

Light winds with rain throughout these 24 hours. Light airs and calms. At 5.30 Inspected the crew at quarters, At 9 A.M. Beat to quarters and Exercised the crew at firing at a target, several very pretty shots were made, At 11 Beat the retreat, after expending 84 Cartridges, 84 round shot, and 1 1/2 wads. The day ends calm.

Water made these 24 hours 5"
Distance 7 miles
Latt Obs: 32.54 South
Long Chron: 25° 35' West

Friday Sept. 20th 1844

Commences with calms and light variable airs, Ship under all plain sail, At 5.30. Inspected the crew at quarters, Employed in staying the Fore and Main Topmasts, and Top. Gallant masts home forward. At 10 A.M. Exercised the Marine Guard at targets firing some fine shots were made, Hands at [illegible] as occasion required, Ends pleasant.

Water made these 24 hours
Distance 101 miles
Latt Obs 32.43 South
Long Chron: 23.28 West

Saturday Sept. 21st 1844

Commences with moderate breezes and pleasant weather, at 5.0'Clk. Inspected the crew at quarters, Latter part cloudy, sent down the Royal yards, reefed the mainsail, At 11. in taking in the Lower studdingsail the Starboard Fore topmast studdingsail boom was carried away, Ends with fresh breezes and squally weather.

Water made these 24 hours
Distance 121 miles.
Latt Obs 32.13 South
Long Chron 19° 55' 10" W

At Sea. Sunday September 22d 1844

Commences with fresh breezes and squally weather At 2 P.M. furld the mainsail, reb'd the topsail, At 2.30 weather becoming very squally, furl'd the Sails & Gallant Yards and reduced sail to suit the weather, Latter part weather rainy with heavy rain, Discovered a split in the fore topmast Staysail, repaired it, Sent another Studding sail boom aloft in place of the one carried away yesterday

Water made these 24 hours 3

Distance 193. miles

Lat by Obs 33.57' South

Long by Obs. 15.40 West

Monday Sept.r 23d 1844

Commences with fresh breezes and squally weather, Unbent the Main sail and bent another, Discovered a sail on the weather beam. At 9. A.M. the Island "Tristan D'Acunha" in sight, bearing S by E distance about 40 miles Hauled to the wind, At 10 split the Spanker unbent and bent another, Ends with squally weather

Water made these 24 hours 7

Distance 210 Miles

Lat Obs 35.2' South

Long Obs. 12.41' West.

Tuesday Sept.r 24.th 1844

Commences with light breezes and cloudy weather, Showed our colours to an English Barque, At 4. P.M. The centre of Tristan D. Acunha bore S. compass dist. 10, at 4.30 hove too and sent the 3d cutter in charge of Mr. Bowe to board the English vessel. At 6 back, returned, & reported the English Barque "Lord Eldon" 63 days from "London" bound to "Madras" Hauled up & furled the topsails, filled away, furled the Gallant sails and stowed the Jibs, At midnight fresh breezes and squally with rain, At 12.30 up Main tack, the Ship too with the Main topsail to the mast, took in the 2d reef in the Main and 3d reef in the Fore and Mizen Topsails, bent the Main and Mizen topsail. From Midnight to Meridian fresh gales and rainy

At 5 Close reefed the Fore and Main topsail and furled them, sent down the lighter yards, at 7 Stranded the F.S. Staysail sheets, hauled down the sail and repaired it. The ship now lying too under the Fore and Main Trysails, Bent Fore storm staysail. End with heavy Seas and rainy weather

Water made these 24 hours 7

Distance Miles

At Sea Wednesday Sept^r 25^th 1844

Commences with fresh gale and heavy rains, at 1.0 m. set the Fore topmast Staysail and wore ship, At 1.51 Weather moderating, made sail to close reefed Fore and main topsail and single reefed Mainsail, double reefed Spanker Unbent the Foresail and bent another reefed and furled it, Set the Fore Storm staysail, At 5. P.M. took in Storm Staysail and trysails and hove too with the fore topsail to the mast, At 9 set the staysail again, at 11 filled away again, up mainsail down staysail and set reefed Foresail, At 2.30 All braced sharp up on the Starboard tack, set trysail, staysail and mainsail and up Foresail and backed Fore topsail, During the remainder of this day fresh breezes and hazy weather, I may here remark that from the A^m wore ship several times to find the Island of "Christian & Acuña" but were unsuccessfull in so doing, At 9 weather still moderating made sail as the watch would permit. At Meridian Moderate breezes and pleasant.

Water made these 24 hours 19

Sail ...

Thursday Sept^r 26. 1844

Commences with moderate breezes and pleasant weather, A heavy sea on, Unbent the Jib and bent another Ship under Starboard Studding sail, Made and reduced sail as occasion required, Saltwater Moderate breezes and cloudy weather

Water made these 24 hours 13

Sail 152 miles

Lat Obs 38.08' S

Long Obs 7.36' W

At Sea. Friday Sept 27 44

Commences with moderate breezes and cloudy weather, Unbent the main topsail for repairs, and bent another, at 8 Ship under reefed topsails, Inspected the crew at quarters. Latter part moderate breezes and pleasant weather. Ship under plain sail.

Water made these 24 hours 8
Distance 159 Miles
Lat Obs 38°34' South
Long Chron 4°24' West

Saturday Sept 28. 1844

Commences with moderate breezes and pleasant weather at 5.30 Inspected the crew at quarters. Middle part cloudy. Ship under plain sail. at 9 A.M. Inspected the crew at quarters Exercised the 5th Division at the great guns, at 10. Pumped Ship Ends pleasantly

Water made these 24 hours 14
Distance
Lat Obs
Long Chron

Sunday September 29, 44

Commences with moderate breezes and cloudy weather. Unbent the Spanker and bent another, at 5.30 Inspected the crew at quarters Middle part cloudy and raining, Under plain sail, at 9.30 A.M. Inspected the crew at quarters at 10.10 called all hands to muster and read the Morning Services. Ship under Larboard Studding sails, Ends pleasant

Water made these 24 hours 9
Distance 144 Miles
Lat Obs 38°10' South
Long Chron 2°32' East

At Sea Monday Sep 30th 1844

Commences with moderate breezes and pleasant weather with an occasional shower of rain, At 5.30 inspected the crew at quarters Made and shortened sail as occasion required, At 7 Pumped out the Ship, Several Albatross seen during the day, End pleasant

Water made these 24 hours 11
Distance 194 miles
Latt Obs: 38.38 South
Long Obs: 9.50 East

Tuesday October 1st 1844

Commences with moderate breezes and pleasant weather with squally appearances, At 5.30 inspected the crew at quarters, Ship under Larboard Studding Sails, Middle part moderate breezes and pleasant, About Midnight lighting to the Northward & Eastward inspected the crew at quarters

Miles made these 24 hours 10
Distance 126 miles
Latt Obs 36.08 South
Long Obs: 9.35 East

Wednesday October 2nd 1844

Commences with light breezes and cloudy weather at 4 P.M. Spoke the American Whale Ship "Sally Ann" of New Bedford" 35 days from that Port, bound to the North Pacific Ocean, At 4.15 tacked Ship at 5.30 Inspected the crew at quarters, At 6.10 Braced aback the Mizen topsails to wait for the "Sally Ann" At 7 spoke her again and offered her any assistance she might require, None being wanted, Filled away, Made and reduced sail as occasion required, End moderate weather

Water made these 24 hours 10
Distance 116 miles
Long Obs 12.22 East

At Sea, Thursday October 3rd 1844

Commences with moderate breezes and cloudy weather, at 1 PM. Sent down royal yards. Furled the Mizen S. Gallant sail, at 3 Hauled reefed the Mizen and single reefed the fore and main Topsails, Sent down Mizen Top Gallant yard, Hauled down and stowed the Sail and set the fore topmast Staysail, Squared, reefed and furled the Spanker. Furled the Top Gallant sails, Evening the night squally with rain. Pumped out Ships. Ends with cloudy weather

Water made these 24 hours 11
Distance 183 Miles
Lat Obs 37° 02' South
Long Chro. 16° 20' East

Friday October 4th 1844

Commences with Moderate breezes and cloudy weather, Punished Charles Carlin (C) with 8 lashes of the Colt for Theft, Ships under double reefed topsails, at 12.15m A heavy squall from the N.E and it struck the Ship, carried away the cross jack yard in the Quarter and split the weather clew of the main top sail, Got the wreck of the yard down, stowed up the Topsails, Ship going 9 Knots, under fore-sail, repaired the Maintopsail, furled the Mizen and close reefed the fore and maintop sails, Made and reduced sail as the weather would permit. Ends with strong breezes and squally weather

Water made these 24 hours 13½
Distance 207 Miles
Lat Obs 34° 31' South
Long Chro 20. 12 East

At sea Saturday October 5th 1844

Commences with strong breezes, a heavy sea, at 1 P.M. set the fore and main top gallant sails and lee clew of the main sail, at 2 hoist away two points. Between 2 and 3 P.M. the water became very much discolored and the temperature indicated soundings, according to our reckoning we are on the Southern edges of "Cape Lagullas Banks, Punished a quarter watch of Main to Sunrise & Lashes each at 4 Bells to muster at 5 Ays, Showed our colours to an English Barque under close reefed Topsails, in under Lowers, Ends with pleasant weather:

Water made these 24 hours 8

Distance 182 Miles

Lat Obs 35.51 South

Long Chro. 23.25 East

Sunday October 6th 1844

Commences with light breezes and clear pleasant weather; at 1 P.M. sent aloft a spare fore top sail yard in the place of the mizen yard which was carried away on the night of the 4th set the main top sail, and top gallant sail, from all appearances and indications we are still on soundings, a heavy sea from the Southward, Ends pleasant

Water made these 24 hours 7

Distance 87 Miles

Lats Obs 36°.11' South

Long Chro. 24°.43' East

Monday October 7th 1844

Commences with light breezes and clear weather, Ship under Studding sails running before the wind, During the night fresh breezes and cloudy, Set under plain sail wind on the quarter, at 3 A.M. wind increasing, at 3.10 A squall struck us, clewed down every thing but the Studding Sail, at 4 a fresh breeze set the fore and main yards at 9.30 Struck by a heavy squall, clewed down Topsails to it, Ends with squally appearances, Water made these 24 hours 6 Distance 153 miles

Lats Obs 35°.19' South Long Obs 26°.57' East

At Sea, Tuesday October 8th 1844

Commences with fresh breezes and squally appearances with rain at intervals, weather continuing threatening and squally with a heavy sea Split under topsails, Foresail, Latter part, weather rather moderating, Set the fore close of the Mainsail, Barometer rising very fast,

Water made these 24 hours 3
Distance 194 Miles
Latt Obs: 33°.02' South
Long Chro: 30°.46' East

Wednesday October 9th

Commences with moderate breezes and pleasant with peeping clouds At 5.30 A.M. Called the crew at quarters, During these 24 hours weather so changeable that the ship has been under no regular sail, it having been made and reduced as occasion required, at 9 Exercised the 3d Division at small arms

Water made these 24 hours 8
Distance 212 Miles
Latt Obs 31.04 South
Long Chro 34°.14' West

Thursday October 10th 1844

Commences with light breezes and clear pleasant weather At 5.30 inspected the crew at quarters, During these 24 hours, sail was made and reduced as it was thought proper, Latter part pleasant, Exercised the Sandinners at furling the mainsail and Boys at Mizen T.G. sail and Royal

Water made these 24 hours 6½
Distance 118 Miles
Latt Obs 29.49 South
Long Chro: 35.59 East

All, Sea, Friday Octo. 11th 1844

Commences with light breezes and clear weather, Exercised the Ordinary Seamen at reefing and furling, at 5. 30 inspected the crew at quarters. Ship under studding sail, at 7. am reduced sail and laid the Main topsail to the mast, sent a boat with the Master and Captain to try the current, Found none, hoisted up the boat, made sail again on our course, 9. 30 tacked ship to the Nth, Ends pleasant.

Water made these 24 hours 3

Distance 74 miles

Latt Obs 28°48' South

Long Chro: 37°.15' East

Saturday October 12th 1844

Commences with light breezes and clear pleasant weather, Saw a sail standing to the Nth and Wt, Latter part moderate breezes and pleasant, Saw sails in sight one on each bow, at 7. am. Inspected the crew at quarters, Making preparation for going into Port

Water made these 24 hours 6

Distance 140 Miles

Latt Obs 28° 26' South

Long Chro: 39°.50' East

Sunday Octo 13th 1844

Commences with light breezes clear and pleasant weather, at 5 Inspected the crew at quarters, During the night pleasant, at Daylight saw a sail to the South'd, Pumped Ship, at 9:30 am. mustered the crew at quarters, Performed Divine Service, Ends with pleasant weather and a smooth sea,

Water made these 24 hours 4

Distance 63. Miles

Latt Obs 27. 30 South

Long Chro: 40°. 5' East

At Sea, Monday October 11th 1844

Commences with light airs clear and pleasant weather, Set
main studding sails, During these 24 hours made and reduced sail
as occasion required, Latter part moderate breezes and pleasant Steering 4
Points both ways for land

Miles made these 24 hours
Distance 160 miles
Lat Obs 25°.20' South
Long Chro: 42°.52' East

Tuesday October 15th 1844

Commences with fresh breezes and clear pleasant weather, At 4 weather
with reduced sail to close reefed topsails, furled the Mizen topsail
and lower Royals Yards, Furled the Courses, Sets the Main try sail, Standing
off shore, At 2 AM. wore ship to the Eastd, at 4 a light reported on the
lee bow, Determined it to be a setting star, At 5 AM. Braced up the
and set the Courses reefed, At 6 hauled the reefs out of the courses and
the reef outs of the Topsails, At 8 AM. discovered land on the weather bow,
Turned out all reefs, and made sail to Royals, Wind hauling aft, set Studdding
sails, Hove too and sounded in 70 fathoms water no Bottom, At noon land
on the Starboard bow and beam, Ends pleasant

Miles made these 24 hours
Distance
Lat Obs 24°.15' South
Long Obs 43°.4' East

Off Sandy Island. Madagascar
Wednesday Octr 2 16th 1844

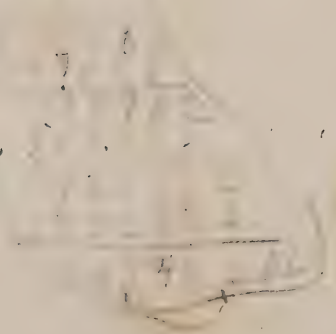
Commences with moderate breezes and clear pleasant weather, standing low and under easy sail standing down the shore of "Linda Vista" which is a bank about 5 miles to the Eastward, sounded several times in from 15 to 20 fathoms water, sent the Starbd cable, at 5 Passed "Sandy Island". This Island though can not be called a good land mark, as the West end when is a small cluster of trees which appears to be the only vegitation on it, the rest of the Island from the ship seems to be nothing more than a barren sandy spot, At is backed in by a ruf of coral to the Southward and West about ½ mile from it, a heavy surf was breaking upon the ruf when we passed, At 5.40 clewed up all sail and came to with the Starboard bower in 7 fathoms water veered to 40 fathoms chain, Took the following bearings viz West End of "Sandy Island" W by S East end S 18° E 11¾ dist ¾ mile Entrance to "St Augustine" E by S dist 5 miles, sent a boat with the Master (Mr Strain) to sound around the Ship, Furled sail with a ruf in the topsails, Latter part light breezes and pleasant weather, At day light discovered a Brig at anchor in the Bay. Sent the 3d and 4th cutters in charge of Lieut H. W Franks and Acting Master J. G. Strain from the ship towards the Entrance of the Bay to sound. From the position which held to the bay E¼ S. the soundings increased for the 3 miles from 7 to 20 fathoms the bottom coral and gradually decreased to 14 fathoms which is the usual anchoring depth and good holding ground to anchor on. From the reports of Lieut Franks and Master Strain the soundings from the Boats agree with those laid down on the charts made from a survey by Captain P. P. Owen of the Royal Navy in the year 1824 in the Ships Leven Barracouta and Sch Albatross.
At 11 got underweigh under the plain sail and stood in for the Anchorage in St Augustine Bay"

Latter part of the 24 hours

St. Augustine Bay, Madagascar Island
Thursday October 1st 1840

Commences with light breze from the N.E. and N.E. and pleasant weather, at 1.40 came to with the Larboard Anchor in 18 fathom water, veered to 45 fathoms, moored ship with 40 fathoms on the Larboard and 30 fathoms on the Starboard cable, "Sent Rock" bearing S.E. by Compass S.W. by Sandy Island N. 34 E. Sent a boat on board of the French Merchant Brig to ascertain what were the facilities for obtaining wood, water and fresh provisions, and whether the Natives were friendly to Strangers, on the return of the Boat with satisfactory answers, Hoisted out the 1st Cutter and Launch, and got in empty casks in them for the purpose of getting water on board, Latter part of this day, weather clear and pleasant. Ship crowded with the Natives, among them we had the honor of seeing "Prince Green" his robe of state were made up as follows, viz. An old Navy Cap with a tarnished Gold band, a Pepper and salt frock coat, an extremely dirty shirt formerly belonging to some officers, and a pair of Sailors Duck Trowsers rolled up to the knees, and a black gin Bottle in his pocket this has been all obtained from the U.S.S. Concord and John Adams, These people may be classed with Negroes of the Blackest hue [illegible]

Watch and so these 24 hours



St. Augustine Bay, Madagascar Island

Friday October 18th 1844

Commences with light breezes from the Nr and Et and clear pleasant weather, at 3 P.M. hoisted out the 2d Cutter, Received on board by the Launch 18.00 Gals water and a quantity of wood. Sunset sent down Top Gallant yards, Received a quantity of wood per 1st Cutter,

Latter part light airs (variable) and pleasant weather with very heavy dews falling all night, At 9 a.m. sent the wood and water party with the Launch and 1st Cutter under the charge of Peter, J. C. Sailing Master Dartmouth river (which is situated about 4 miles from the anchorage) On going up this River we had a Pilot who called himself "Johnny Crow" (an old negro) in the Launch, In the 1st Cutter another Pilot called himself "Jem-in Head" these fellows seemed to command some respect from the natives that crowded about the boats when landing, they are very fond of trading and begging, Spanish Brass Buttons and coarse stuffs, will purchase anything that is wished and so there were in plenty with us when we passed their time very pleasantly with the natives, Pictures they have none, don't like it if the chance offers, In all appearances they are not a barbarous race of beings and from what I saw I think they are truly friendly to the Americans, they express a great dislike to the Spanish and Portuguese and speak of their relatives that have been stolen by them and sold in slavery, In Dartmouth River (Creek would be more appropriate) there is several sand bars which are very annoying, water in this river must be caught while the tide is on the last of the Ebb, even then it is very bad from it being so muddy on the Wood it is as salt as sea water.

The wood is obtained on the south of the river and very good indeed, Bullocks Sheep and vegetables, such as Potatoes, Yam and Pumpkins may be found here in abundance,

Lat. [illegible] 24 hours

St Augustine Bay Madagascar June

Commences with light breezes from the N.E. and pleasant weather

Received on board 1800 Galls Water, a quantity of wood and three Bullocks,

Latter part clear and pleasant weather. Wooding and watering Party engaged

on shore, Extracts from "Abbe Rochon" voyage to Madagascar and East Indies

The Island of Madagascar was discovered in 1506 by Lawrence Almeyda

But the Persians and Arabs knew it from time immemorial under the name

of "Serandib" Alphonso Albuquerque commissioned Ruy Percera by

Bonthentho to explore the interior part of it and ordered Tristan d'Acunha to sail

round it and mark the bearings of its principal capes and head lands it

is divided into 28 provinces,

When the Portuguese discovered this Island they wished to give it

the name of St Lawrence, In the reign of Henry IV the French named

it "Ile Dauphine" but though its real name is Madagascar, it is

generally known under that of Madagascar, According to several

learned geographers, this island is the Cerne of Hing, and the

"Menuthiasde of Ptolemy"

It extends almost N.N.E. and S.S.W and lies between 12 and 26

degrees of South Latitude. We may reckon that the Superficies of this

island contains Two Hundred Millions of Acres of excellent land

watered on all sides by streams and large rivers

The forests contain a prodigious variety of most beautiful trees such as

Palms, Ebony, Dye Woods, Bamboo of enormous size, orange and Lemon

Timber fit for Masts and constructing Ships are no less common.

There are doubtless few countries in the world whose Navigation can find

in greater abundance, and at less expence, refreshments, even wine

Water made there 24 hours

St Augustine, Madagascar Island

Sunday October 20th 1844

Commences with light breeze from the N.E. and pleasant weather, employed taking on board water and wooding, at 4.30 got the boats in and unmoored Ship, at 6 hove in to 45 fathoms chain (Lat.), Latter part moderate breeze and pleasant, At 4.40 hove short loosed sails, employed bending sails and royal yards, At 5 got underway made sail and stood out to sea, at 8 became calmed, hauled up courses and down head sails, Discovered a sail in the offing, at 10 am got a breeze from the S.E. and W. set the courses and spanker and tacked to the N.E. and W.N., Inspected the crew at quarters, at 11.30 hove too and lowered the 3rd Cutter and sent her alongside of H.B.M. Brig of War "Sappho" in charge of Lieut. A Paine, the Captain of the S. boarded us we ascertained that the "Sappho" was from Swillamani (Coast of Africa) bound on a cruise at 11.40 Boat returned, parted company on our course "Sandy Island" bearing per compass S by W½W. distant 15 miles, Ship under plain sail,

Extracts from the journal of Captain W.F.W. Owen in the year 1824 while on a surveying expedition in H.B.M. Ships Leven and Others, The coast from St Augustine to Boyanna Bay is almost an unvaried, low, marshy, plain irrigated by rivers, bounded by a line of sharp pointed coral rocks uncovered when the tide is out, in one or three places a considerable archipelago of rocks, islets running in variety of whimsical shapes, the shore is thickly covered with trees of a stunted growth. The coral islets and reefs that skirt the coast are [illegible] miles, and their [illegible] with them are extensive [illegible] Islands all [illegible] the coast, are low formed of coral and seldom exceeding one mile in circumference, islets it is worth of remark that the reef along the coast run to the South'd.

Water made this 24 hours

At Sea. Monday October 21st 1844

Commences with light breezes and [illegible] weather. Employed [illegible] in the hours, at 5.30 Inspected the crew at quarters, Shotted the Spar Deck guns. Ship under studding sails. Latter part moderate breezes and pleasant, at 9 Inspected the crew at quarters.

Water made this 24 hours 2 ft

Distance 163 miles

Lat Obs 20°55' South

Long Obs 42°15' East

Tuesday October 22nd 1844

Commences with light breezes and Cloudy weather, Latter part Moderate breezes and pleasant, at 9 A.M. Inspected the crew at quarters, Exercised the 2nd at the great guns and the 5th Division at small arms. Made and reduced sail as occasion required,

Water made this 24 hours 5"

Distance 160 Miles

Lat Obs 18°16' South

Long Obs 42°1' East,

Wednesday October 23rd 1844

Commences with light breezes and pleasant weather at 1 P.M. got a cast of the lead with 200 fathoms line No Bottom, During these 24 hours round and weather changeable, under no regular [illegible] made and reduced sail as occasion required, at 11 A.M. the Master took the usual [illegible] by sailing to SW at the rate of 4½ miles per hour Pumped ship out, Ends clear, and calm

Water made this 24 hours 5"

Distance 39 Miles

Lat Obs 17°39 South

Long 42. 48 East

At Sea, Thursday October 24th 1844

Commences with light, breezes and fine pleasant weather,
At 6.30 Inspected the crew at quarters. The Island of "Ilha De Inocua"
bore West distant 15 miles, Got a cast of leads in 80 fathoms no bottom
At 9. ran Exercised the crew at general quarters. At 11 discovered a
strong "tide ripple" on our weather bow distant, about one mile
Ends pleasantly. Made and reduced sail as occasion required

Water made this 24 hours =
Distance 77 miles
Lat, obs 14° 15' South
Lon, Obsd 42° 18 East

Friday October 25th 1844

Commences with light, breezes and pleasant, weather,
During these 24 hours made and reduced sail as occasion required
Latter part light, breezes and pleasant, Found by a Meridian alt
of the Star "Deion" the Latitude to 14.51' South, Exp'd encountered a strong
Current of 27 Mils, set to 4 A.M., At 8 Discovered land on our weather
bow 18 miles distant, At 9.30 took in Studdingsails and braced sharp up
All ye working for the Harbour of Mozambique. This portion of the African
Coast is really beautiful, trees of great heights, appear as if by magic
to rise from the sea the land being very low it can not be seen until
very near it, A heavy surf breaking all along the coast

Water made these 24 hours =
Distance
Latt Obs 15°15' South
Long Obsd 41°53' East

Harbour of Mozambique, (East coast of Africa)
Saturday October 26th 1844

Commences with moderate breezes and pleasant weather
Beating up the harbour of Mozambique on the inshore tack approaching
within less than a quarter of a mile to the land, at 7.30 anchored
setting against us and wind ahead, came too with the Starboard Anchor
in 10 fathoms water off "St Jago" island, veered to 50 fathoms chain,
The following were the bearing pr compass Extremity of the reef NW by W
South end of St Jago Island West, During the remainder of this day
winds and weather same as first, at 8 am commenced Hedging clear
of the reef off "St Jago" island. This harbour is formed by a deep inlet
of the sea, five mile broad and about six miles in length, receiving
the waters of three large rivers at its head, When entering this port two
small islands may be observed nearly surrounded by reefs of coral rocks
and sand bars which render them very difficult of approach, The
islands are St Jago and St George the former to the South and the latter to
North laying abreast of each other at the distance of about a cables length
or two and distant about 3 miles from Mozambique, Wood and water
may be obtained here but the conveniences are so very bad that it would
be advisable for ships not to attempt it but run over to the Island of
Madagascar where wood, water, Beef and vegitables may be obtained in abundance
at a very cheap price, The town of Mozambique is under the Portuguese
flag and from appearances is well fortified, The streets of this place are
very narrow and nothing but sandy roads I should call them, the houses
are from one to two stories high and built of stone there are also wooden
and the former also of Bamboo and reeds which in this country I think
must be cooler.

Water made these 24 hours 4

Museum of Mozambique Egg Office
Sunday October 27th 1844

Commences with moderate breezes from the N.E. and E.S.E. and pleasant weather, at 1.30 Hoisted the Portuguese Flag at the fore and fired a salute of 21 guns [illegible] P.M. ship tending in shore Punished Joseph Sennett (Sea) with dashes of the cat for disobedience of orders, Latter part of these 24 hours light breezes from the N.E. & E.S.E. and pleasant, At 5.30 a salute was fired from the fort in answer to ours gave for gun. Weathered the Ship a cable length more S.E. by E. island Let. go the Starboard Anchor in 7 fathoms water veered to 35 fathoms chain at 6.30 A.M. Inspected the crew at quarters, at 10. A.M. called all hands to muster. Read the "Morning Service" and a "Sermon", H. Party of Officers visited the town, and at noon returned on board.

Water made these 24 hours 3

Monday October 28th 1844

Commences with moderate breezes and pleasant weather. At 1 hoisted in the 2d Cutter and secured the Quater Boats, At 2. p.m. got underway under fit and spanker and stood out to sea, made all sail, secured the Anchors and unbent the chains, at 2.30 the island of "St Jago" bore per com bearing NW½W distant 5½ miles St George's island bore S.S.W ½ W distant 7 miles, Latter part light airs and pleasant weather, Punished J. R. Heard with 6 dashes of the Cat for neglect of duty at 6.30 tacked ship, At 9. Inspected the crew at quarters, Officers at their posts

Water made these 24 hours 3
Distance 47 Mls.
Lat Obs 15°28' South
Long Obs 42.14 East

At Sea. Tuesday October 29th 1844

Commences with light breezes and clear pleasant weather [illegible] Sounded at 4 hours to ascertain whether we had a current or not, found one running N by W 11 Sh by compass. Punished Thos Harris and Thos Williams with 6 lashes of the cat for skulking below in their watch At 10. P.M. saw two very large and brilliant Meteors to the South of us in presence and by order the Captain inflicted 12 lashes of the cat on Jas Green (Coloured) steward for stabbing a man (Thos Rusty) with his knife At 9 A.M. Inspected the crew at quarters; Exercised the 2d Division at the great guns and 3rd Division at small arms, Ends with light breezes and clear pleasant weather

Water made these 24 hours 3½
Distance [illegible] Miles
Lat Obs 15. 28' South
Long Obs 44. 43' East

Wednesday October 30th 1844

Commences with light breezes and pleasant weather At 5.30 p m Inspected the crew at quarters, Ship under Starboard Studding sail, During these 24 hours wore veering and hauling from aft forward, made and reduced sail as requisite, At 4. 40 Sounded ship, to the South. At 9 A.m. Inspected the crew at quarters, Ends with pleasant weather

Water made these 24 hours 4
Distance by Miles
Lat Obs 15. 33 South
Long Obs 45. 36' East

Thursday October 31st 1844

Commences with light breezes and pleasant weather, A. 5.30 Inspected the crew at quarters, During the last dog watch, observed lightning to the South and W., At 8 sounded in 22 fathoms water brown fine white sand and shells, at 8.15 Sounded in 20 fathoms water coarse white sand. Reduced sail to Sup Gallant sails, sounded during the night with the hand lead in from 13 to 20 fathoms water At 4. A.m passed over a Shoal

carpenter 7 fathoms water (Note this shoal is not laid down on the Charts of Capt H.J.W Owens of the Royal Navy) at 9 a.m. Exercised the crew at, general quarters, at 9.30 tacked Ship, Ends with pleasant weather.

Water made these 24 hours 4

Distance 64 Miles

Lat Obs 15.32 South

Long Chro 45.08 East,

At Sea, Friday November 1st 1844

Commences with light breezes and pleasant weather, Shortened sail at 8 a.m. Land in sight on the weather bow and beam, bot a east, of the Lead 40 fathoms line. No Bottom. At 5.30 Inspected the crew at quarters, "Makumba" Pt bore by compass S.E. 3/4 E., at 7 Makumba Pt bore S by E. distant 8 miles Sounded in 15 fathoms water, Shortened sail to Fore and Main topsails at 9.30 came too with the Sheet in 8 fathoms water and veered to 25 fathoms hawse and furled sail, Seeing the lights, passing clouds and lightning at intervals weather Sultry, At 8 hove up the Sheet, got underway and made all plain sail, at 9.30 Lowered a boat and sent the Master ahead to sound. Ends pleasant,

Water made these 24 hours 3

Town of Majunja

Bembatooka Bay. Madagascar S.I.

Saturday November 2nd 1844

Commences with light breezes clear and pleasant weather, at 1.30 Shortened sail and backed the Main topsail up Foresail at 2 filled away and called all hands to work ship, Find made it necessary to head to by the current, at 4 Entered the Bay of Bembatooka, At 5 came up, furled sail and came too with the Larboard anchor in 5 fathoms water, veered to 40 fathoms chain Furled sail, Took the following bearings viz The Flag Staff in the Town of "Majunja" bore S.E. by E. Sandy Hill E. 3/4 E. Tsiafanara Point S.W. by W. 1/2 W. Hoisted the Yellow Flag at the Royal Mast Head, Punished Eugene Scully (OS) with 9 lashes of the cats for sleeping by the Gripe, and Latter part pleasant,

The Town of majunja is situated on the N.E. side and at the entrance of the

Bay of Bembatooka, back of the town is an excellent for a fort under the Queen of Madagascar flag the greater parts of the battery consist of guns obtained from trading ships on the coast, they are of all sizes, all sizes are all patterns and to judge of one specimen of an 18 lb long gun, it would be supposed to say that of Grant's Arb had been a vessel of war this gun must most assuredly belong to her battery.

Water made these 24 hours 1½

Sunday November 3d 1844

Commences with moderate breezes from the S.E. and fine pleasant weather, At 5 P.M. Hoisted out the 1st Cutter, a Party of Portuguese and Arabian Merchants visited the ship and appeared quite pleased with what they saw There is (as is always the case in every port in the world) an American living here he is agent for a firm in Salem Mass. in the hide drogging business his name is Marks and some remarks were made about some black marks observed in the town,

Latter part of the 24 hours light airs and pleasant with a sea breeze 1st Cutter employed in watering ship. The conveniences for watering a ship here are very bad and after the water is obtained it is very dirty, Took on board in one of the native Canoes Mr A Bullock, 10000 gallons water

Water made these 24 hours 1

Monday November 4th 1844

Commences with moderate breezes from the S.E. and fine pleasant weather, Sent 29 men ashore on liberty until sunset all returned with the exception of John Wilde, Sentenced to Irons under the effects of Rum, Rec'd 1400 Gallons of water from 1st cutter, During the night light airs from the S and W and cloudy with rain and sharp lightning at intervals, At 8 am. Loosed sail to the Queens Salute of 4 Guns in returne for the salute given by the Admiral on his visit to the fort, The National flag of Madagascar is blue white and red the [illegible] of the [illegible] is [illegible] the

Latter part [illegible] breezes from the S.E. with clear pleasant weather

Water made these 24 hours 1

Bay of [illegible]

Bentabocha Bay Madagascar

Tuesday November [illegible] 1844

Commences with moderate breezes from the N.E.W. and clear fine weather. Rec[d] on board 4 Bullocks and many gallons water, Captain Percival when he came on board remarked that he had a great deal of trouble with the Liberty men, and that Edward Butt (Sea) had threatened to strike him, At 2 furled sails, & hauled in the [illegible] 1st & 2nd cutters and got the swinging booms alongside making all necessary preperation for leaving port, During the night clouds with occasional flash of thunder and sharp lightning, At 4 called all hands and hove up the anchor and made sail, stood out of the harbour under Royals Flying Jib and Starboard Studding sail on the Starboard tack, Bearings as follows [illegible] The Flag staff bore S.E. ½ E. [illegible] S.W. ½ W. Town in Studding sails [illegible] Hove up on the Starboard tack, Secured the Bow anchors, Called all hands to witness punishments, and inflicted on seven men twelve lashes of the cats each some for drunkenness and disorderly conduct, and some for insolence to the Captain while on shore, Fresh gales and light baggy squalls passing clouds with pleasant weather

The Bay of Bentabocha is [illegible] and three and half across, at the entrance,

The shores are in general low and covered with mangroves but in some places rise into a lofty range of hills

Water made these 24 hours -

At Sea Wednesday 4th November 1846

Commences with light variable breezes and pleasant wether
fair sky clouds at 12 braced about on the Larboard Jack. Ship under
Fore sail, Sounded a cast of the Lead with 30 fathoms line no bottom
Land in sight to Leeward, at 9 and 12 got a cast of the Lead with
60 fathoms no bottom, at 9 am inspected the crew at quarters
Punished 3 each with 3 lashes of the Cats for being absent at quarters
at 11.30 tacked ship to the Eastward, End with moderate breezes and
pleasant weather

Water made there 24 hours 3
Distance 102 Miles
Lat Obs 14.07 South
Long Obs 147° 17' East

Thursday November 5th 1846

Commences with moderate breezes and pleasant weather
At 4 & m Land in sight ahead and to Leward, at 6 took the
following bearings "Mahomeys" Island N.E ½ E "Double Peak" E.S.E ½ E
and "Pudnica" N.W ½ W Soundid during the night, watch
very dull (Lee) in from 35 to 40 fathoms line no bottom.
At 3.30 Sounded in 11 fathoms water, Reduced sail to Topsails,
the bottom could be seen very plainly, and appeared to be coral.
At day light discovered the island "Nos Bey" to the N.E and E.S.E about
5 miles distant, at 6.30 fired a gun for a Pilot, at 7.30 let go
the Sheet in 13 fathoms water and veered to 30 fathoms between
"Nos Bey" island and S.E ½ S. Lowered the topsails and down hand
aside. At 9 inspected the crew at quarters, at 11 hove up the Sheet
and made sail to Royals and Larboard Studding Sails, At Noon in
Standing head on for the entrance to the harbour of "Tamandava"
Ends with calm and hot weather.

Water made these 24 hours 5

Nos Bek Island

Passandava Bay Madagascar

Friday Novr 8th 1844

Commences with light breezes and clear pleasant weather. Standing in for the Anchorage at "Nos Bek" Island, & Brig ahead close hauled on the Starboard tack, Obt & Shortened sail and came to anchor in 13 fathoms water, muddy bottom veered to 45 fathoms chain, Ascertaining from the harbour master or Pilot, that our anchorage was bad holding ground, at 4.20 hove up the anchor and got underweigh under fore topsail, Jib and Spanker and shifted our berth further up the harbour, at 4.40 P.M. came too with the Larboard Anchor in 13 fathoms water and veered to 45 fathoms chain, Furled sails, sent down T. Gallants and Royal yards, Took the following bearings viz Obt "Nos Cuba" Island S.E by E S.E. Pt S by E ½ E. "Nine Sisters" Island S.W ½ W. Flag Staff in the Frenche settlement N.W. at 5.50 hoisted out all the Boats, at 7. A.M. Sent the Launch and 1st Cutter to get water under charge of Lieut Grant, at 8 A.M hoisted the French flag at the fore and saluted it with 19 Guns which was returned from the shore with 21 guns. Ships draft forward 20 ft 4 inches Aft 20 inches. Recd on board 1869 Gallons of water, the convenience for watering in this place is very good, a small stream runs down the Mountain and the water can be obtained in abundance by a hose being led into the boats, the water here is very clear and free of dirt, Wood may be obtained in any quantity and with very little trouble, Bullock can be got, also vegetables, "Nos Bek" Island is under French rules, they (French) having purchased it from the Queen of Madagascar A French vessel of war is stationed here to protect the colony which said to be in a thriving condition, Latter part light breezes from the South'd and cloudy weather.

Water made these 24 hours 1½

Nos Bah Island

Passandava Bay, Madagascar

Saturday November 9th 1844

Commences with moderate breezes from the W.S.W. and pleasant weather, Boats employed watering ship, at 4.30 hove up the anchor and stood up to the watering place, under fit and sheet, at 5 came too in 11 3/4 fathoms water, veered to 25 fathoms chain, End with fine and pleasant weather, Watering ship, Watering Party in charge of Captain Percival on shore,

Water made these 24 hours

Sunday November 10th 1844

Commences with moderate breeze from the S.E. and E.S.E. and pleasant weather, Watering Party engaged under Captain Percival's charge painting ship (Lead colour and Red streak as before), A French Corvette came into the Bay and passed out through the channel between Nos Bah and "Nos Cuba" islands, at 9.30 A.M. inspected the crew at quarters, at 10 called all hands to muster, the Captain read a portion of the "Articles of war" and Extracts from the Commissioners Rules and Regulations referring to the duties of "Captains," "Lieutenants" and "Masters". He also read the 52 Chapter in work entitled "Rules of the Navy Department for the civil administration of the Navy of the U.S" Also read the copy of a letter from the Hon.ble A.P. Upshur late Secretary of the Navy to the Officers of the U.S. Frigate "Independence" in relation to whiskers, Also read an article in relation to Watch officers, End pleasant

Water made these 24 hours

Monday November 11th 1844

Commences with moderate breeze from the W.S.W. and pleasant [illegible] the channel and anchored off the settlement, [illegible] End with fine weather

Water made these 24 hours

Nos Bub, Island

Passandava Bay, Madagascar

Commences with moderate breezes and pleasant weather. Received on board for the use of the ship's Buttocks, 1 Jr. mast in the boats unrossed Top Gallant yards, at 4.30 got underway under all plain sail and stood out of the Bay, Crossed Royal yards and set the royals, at 5 ship under Starboard studding sails, at 6 lost sight of the French Settlement, at 7 took in all studding sails at 7.55 called all hands to witness punishments and inflicted 12 lashes with the Cat on the back (marine) for sleeping on his watch John Brown 3rd (OS) 12 lashes for disorderly conduct, Edward Bush (ca) 1st Swain (OS) the same each for smuggling liquor on board, and John Robinson for smuggling liquor on board and attempting to desert all received 12 lashes each at 8 AM. Bluff Island bore per compass North, Tacked Ship several times.

Nos Bé says Captain Owen) a large Island lying off the eastern point of Passandava Bay, It presents to the eye a pleasing variety of gentle hills which rise very abrupt, fertile valleys and lofty mountains in a variety of remarkable along its coast which exhibit a succession of deep bays and inlets most of which afford excellent Ports

One fault to be found with this fine Island is that it is the most unhealthy place to be found on the whole coast of Madagascar

Water made three gallons

At Sea, Wednesday Nov 13th 1844

Commences with light breezes and clear pleasant weather, Jacked Ship several times. at 5.30 Inspected the crew at quarters at 6 "Minow Island" bore pr compass E¾ N. "Bluff Island" South. Stowed the Larboard Anchor and got the Hedge on the Spritsail yard ready for using &c, Took sight of Minow Island. During the Night squally Light airs, made and reduced sail as occasion required. Hove round of the Lead with 57 fathoms line, No Bottom. at 6 am. Woody Island bore pr Compass SE. Punished J. Paine, Thos Hillson, Marcus Dean Seamen) with 12 lashes of the cóth for negligence, at 9 am. Inspected the crew at quarters, Ship under Studding sails, Ends with pleasant weather.

Water made these 24 hours 2
Distance 112 Miles
Lat Obs 11°16' South
Long Dist 47°26' East

Thursday November 14th 1844

Commences with moderate breezes and clear pleasant weather at 8 P.M. Inspected the crew at quarters. During the night weather pleasant, at 9 am. Inspected the crew at quarters, made and reduced sail as occasion required.

Water made these 24 hours 1
Distance 152 Miles
Lat Obs 9° 6' South
Long Dist 48°21' East

Friday November 15th 1844

Commences with moderate breezes and pleasant, [illegible] Royals Flying Jib and Starboard Studding Sails, at 5.30 P.M inspected [illegible] quarters, Latter part moderate breezes and pleasant Obs'y at 9 Inspected the crew at quarters

Water made these 24 hours 3
Distance 155 Miles
Lat Obs 8°06' South
Long Obs 42°26' East

[illegible] 15th 1844

[illegible] at 8 [illegible]
[illegible] Log, [illegible] at 8 [illegible]
At 5.30 Inspected the crew at quarters, During the night several Meteors fell producing quite a brilliant light, Punished Robert Bressel with 6 lashes of the Cats for misconduct and [illegible] with 2 dozen with 4 lashes [illegible] at 8 Inspected the crew at quarters, End with light airs and cloudy weather.

Water made these 24 hours 2
Distance 138 Miles
Lat, Obs [illegible]
Long Chron. 40.36 East

Sunday November 17th 1844

Commences with light airs and cloudy weather, with rain at intervals, At 5.30 Inspected the crew at quarters, Saw port light, airs and Variant, at daylight discovered "Penta" Island on our weather bow, at 9.30 Am. Inspected the crew at quarters, at 11 called all hands to Muster and Performed Divine Service" At Meridian Variation of "Penta" Island bore per compt S.W.b.W. 8 or 9 L. S.E and E. by N. The Island of Zanzibar on our lee beam, Showed our colours to two small vessels, Ends pleasantly

Water made these 24 hours 4
Distance 84 miles.
Lat Obs 5.32 South
Long Chron 39.48 East

Off Zanzibar Island
Monday, November 18th 1844

Commences with moderate breezes and clear, pleasant weather
at 3. P.M. The Eastern Pt of "Zanzibar" Island bore per compass S.W. by S.½S
Centre of "Pemba" island E.N.E.½E, The coast of Africa in sight.
Standing in for the western end of Zanzibar, at 5.30 called all hands
to bring Ship to anchor, at 6 took in all sail and came too with
the Kedge in 12 fathoms water, sandy bottom, furled sail, sent a
letter to the American Consul in Zanzibar by a Native Boat. (Saw
them standing in for this island ascertained by trial that there was
a current setting ½ Knot per hour to the East.) During the night, light breeze
and pleasant weather; At 8 AM. called all hands "make sail" rove up the
Kedge and stood around the North Point of Zanzibar, at 8.40 Called all
hands to witness Punishment, and flogged Edward Brett (Sea) with
12 Lashes of the Cats for attempting to strike Captain Percival,
The following language made use of by Brett, was read by the captain to
the crew with his own remarks on it. You are guilty of having made use
of the following language on the afternoon of the day you returned on board
from the town of Majunja, That You were confined for acting like a
man and that Old Jack the Son of a Bitch struck you and you
would have knocked him down if you had had a chance. You
verbally repeated the language and said That the Captain could
not punish you as for that you did not care a Damn, You swore
and that you had attempted to strike him while on shore and you would
have done so if it had been "Jesus Christ" The time you made use
of the language, you were apparently more sober than drunk and
appeared to have your words heard by those around you, The day ends
pleasantly, Ship under all drawing sails, Standing in for the Anchorage
[illegible]

Off Zanzibar Island
Tuesday November 19th 1844

Commences with light airs and pleasant weather, at 12.20 squared the yards and set all standing sail, at 2.10 wind coming out from the S.W. and E.S. with light rain in standing sails and braced up on the Larboard tack under Royals and Flying Jib, at 3.40 Town of "Zanzibar" in sight ahead, discovered several vessels lying at the anchorage, Sounded with the hand lead from 17 to 7 fathoms water, hard Muddy bottom, at 4.40 fired a gun and hoisted the Jack, at 5 P.M. called all hands to bring ship to anchor, at 5.30 Rec'd a Pilot, at 6 clewed up and came too with the Larboard Anchor in 8 fathoms water, off Metoni veered to 27 fathoms chain, The following bearings were taken "Fort in the City of Zanzibar" S.W½S. "Arsenal" at Metoni S.E by S. at sundown sent down Royal and S. Gallant yards, at 7.30 hoisted out the 1st and 2d. Cutters Rec'd 2 bows and 7 boats and a Quantity of fruit as a present from the Imaum or Sultan of Muscat (now here on a visit) The 1st Lieut and a party of officers made a visit to his Highness the Sultan of Muscat, Saluted the town with 21. Guns with the Arabian Flag at the fore which was promptly returned by one of the Sultans vessels of war, Ships Draught aft 23. 11 in Forward 20 ft 01 in. End with light airs and pleasant weather, Among the vessels of war found at anchor here was our friend The "Berceau" (French) The English Brig War Helena (Sir somebody as Captain) The Sultans Sloop of war Sultana the first vessel of his that visited the U S is here now out of commission

Water made these 24 hours 1

Harbour of Zanzibar

Wednesday November 20th 184

Commences with light airs from the North'd and clear pleasant weather, At 1. saluted the American Vice Consul (in Water) with 7 guns, at 3.30 saluted the English Consul on leaving the Ship with 9 Guns. At 4.10 The French Consul visited the Ship, on leaving saluted him with 13 guns, 5th Cutter watering Ship, The only fault to be found with the water here is that it passes under the Sultans Palace and is not as clean as I should wish. Captain Owen attributes all the sickness on board his vessels to be this water, as yet we have found it good. Ends with pleasant weather.

Water made these 24 hours 1

Thursday November 21st 1844

Commences with light breezes from the S'd and W'd and clear pleasant weather, 4th Cutter watering Ship. at 5.30 got underway and stood for the town, at 7.30 let go the Larboard Anchor in 12 fathoms water off the town of "Zanzibar" veered to 2½ fathoms chain, End pleasant

Water made these 24 hours 1

Friday November 22nd 44

Commences with light variable airs and clear pleasant weather, Captain Percival with a party of Officers visited the Sultan Boats watering, End pleasant

Water made these 24 hours 1

Saturday November 23rd 44

Commences with moderate breezes and clear pleasant weather Captain Percival visited the French corvette "Berceau" and was saluted with 13 guns, which [illegible] visited [illegible] Ship [illegible] saluted [illegible] 4th Cutter watering Ship, At 4 pm Sent down the crew at quarters, Latter parts weather sultry.

Water made these 24 hours 1

Harbour of Zanzibar

Sunday November 24th 1844

Commences with light breezes from the West? and clear weather
[illegible] at 8 hours, Commander "Hassan" of the Sultans Navy
(Commander of the "Sultani" [illegible] visited the Ship, on his leaving saluted him with 13 guns, Rec[d] on board one
Bullock, At 9.30 AM. Inspected the crew at quarters, at 10. called all
hands to muster, read the morning service and a sermon, The text
being Lazarus and the Rich man, 1st Cutter watering, Ends pleasant
Water made these 24 hours!

Monday. November 25th 1844

Commences with light breezes from the S[th] & E[th] and clear pleasant
weather, Rec[d] on board one Bullock. 1st Cutter watering. Rec[d] a quantity
of wood as a present from the Sultans. At 2 AM observed a total Eclipse
of the Moon. Boarded the American barque "Brilliant" of Salem 90 days
from Boston, At 9. Inspected the crew at quarters. Rec[d] a quantity
of fruit as a present from the Sultan. Ends with cloudy weather.
Water made these 24 hours!

Tuesday. November 26th 1844

Commences with light breezes from the N[th] and W[th] and
passing showers, at 1 P.M. The French consul visited the ship saluted
him with 9 guns which was returned by the Corvette "Berceau" 1st Cutter
watering ship, Rec[d] on board two Bullocks a quantity of vegitables and
3 casks Molasses. The French Corvette "Berceau" got underway & in
her manoeuvres fell "Aboard" and came too in shore of us, at daylight
sent the 1st Cutter after water, at 8 AM. [illegible] Sailmakers
[illegible] at 9 AM. [illegible] at 9. 1st Cutter returned
with [illegible] John White and Wm Jones 2d as having deserted from the
Boat while watering. Hoisted in the Boats. Ends pleasant Sick report 13
Water made these 24 hours!

Harbour of Zanzibar

Wednesday November 27th 1844

Commences with variable winds and pleasant weather with rain at intervals, Hoisted in the dingy and made preparation for sea, at 3.30 pm. fired a gun and hoisted the Ensign when a Pilot came on board, at 3.45 Made sail to topgallant sails, weighed Anchor and stood out the harbour, H. M. B. M. "Corvette Berceau" in company at 5.40 Shortened sail and clewed up, at 6 furled sails and Lay to the Wedge in 21 fathoms water, veered to 30 fathoms hawser, The Pilot and American Consul left the Ship to return to Zanzibar, took the following bearings "Kiwanly" Island E by S. "Bany" Island N 2 E. City of Zanzibar N E by N. 3/4 N. at 2.30 am. John White and Wm Jones 2nd (Sea) deserters from the watering boat while in Zanzibar were sent on board by the American Consul, at 5.30 am. weighed the Wedge and made sail to Royals, Flying Jib and Larboard Jackmast Studding sails, The coast of Africa in sight on the weather bow Pmds pleasant. Sick Report 1b

Water made these 24 hours 1 1/2

Thursday November 28th 1844

Commences with light airs and pleasant weather, at 3. got the sea breeze from E.S.E at 4 standing for the African shore, South Point Zanzibar bore East, a small island S by W 1/2 10 made and reduced sail as was required, at 3.40 got no bottom with 38 fathoms line, at 5.45 anchored in 24 fathoms water. Rocky bottom, called all hands and came to with the bridge in 23 fathoms veered to 50 fathoms Saltanius Island bore E by S 1/2 S distant 2 miles.

The Captain and several Officers went ashore on the Island they soon returned saying that the inhabitants were a set of [illegible] got underway, stood to the South, Stowed Starboard Anchor, pair chain below, at Meridian the Island bore E 1/2 S Sick Report

Water made these 24 hours 2 1/2

At Sea, Friday, November 29th 1844

Commences with light breezes and clear pleasant weather, at 2, pm discovered a Shoal about 3 points on our lee bow and another ahead, sent two boats with officers to examine them Latham's Island bearing E by N distant about 2 miles, at 4.30 fired a gun and hoisted the Ensign, at 5 pm the boats returned not being able to find the above mentioned shoals, Hauled on wind, at sunset Latham's Island bore North distant 8 miles, Sounding in 7 fathoms water & Island out of sight, 9 pm Inspected the crew at quarters, Fresh breezes with rain to the S.E and E.S.E, Sick Report 20 men

Water made these 24 hours 1½

Distance Miles

Latitude 7° 32' South

Long 106. 40° 38 East

Saturday, November 30th 1844

Commences with light airs and clear pleasant weather, at 5.30 Inspected the crew at quarters, at 6 a Barque in sight on the weather quarter standing to the S.E and E.S.E, Latter part of this day light variable breezes and pleasant weather at 9 A.M. Inspected the crew at quarters, Sick Report 23

Water made these 24 hours 1

Distance

Lat 6° 5' South

Long 106 41 East

Sunday December 1st 1844

Commences with moderate breezes and clear pleasant weather, at 5.30 pm. Inspected the crew at quarters, During the night pleasant weather, at 8.30 am Inspected the crew at quarters, at 10 noticed all made fast, Sick Report 28 men

Water made these 24 hours 6½

Lat 6° 9' 4" South

Long 106 43° 22' East

At Sea. Monday December 2nd 1844

Commences with light breezes and pleasant weather. At 5.30 Inspected the crew at quarters, At 2.45 pm [illegible] with thunder and lighting and heavy rain, Reduced to [illegible] sail At 8 am called all hands to witness punishment and flogged John White and Wm Jones 2nd (Sea) deserters while in Zanzibar with 12 lashes of the cats each for rascally conduct to the police of Zanzibar who were employed to apprehend them, also punished with 12 lashes of the Cats John Collins (Sea) for meddling with deserters duties, Ends pleasant

Water made these 24 hours 1½

[illegible]

Lat Obs 10° 18' South

Long Obs 44° 44' East

Distance

Tuesday December 3rd 1844

Commences with light breezes and fine pleasant weather. At 5.30 pm. Inspected the crew at quarters, at 8 am Inspected the men at quarters, Jacked Ship several times during these 24 hours Ends pleasant, Sick Report 32 men

Water made these 24 hours 1

Distance

Lat Obs 10° 22' South

Long Obs 45.21 East

Wednesday December 4th 44

Commences with moderate breezes and clear pleasant weather At 5.30 Inspected the crew at quarters, During the night light [illegible] passing clouds accompanied with sharp lightning at 4 am [illegible] the crew at quarters. and light swell from the SE

Water made these 24 hours 2½

[illegible]

[illegible]

[illegible]

Sick Report 31 men

At Sea. Thursday December 5th 1844

Commences with moderate breezes and cloudy weather with occasional showers of rain. At 5.30 pm. Inspected the crew at quarters, Land reported on the lee bow; During the night light breezes and fair, fine clouds Jacked ship to the S.E. and W.S., At daylight discovered Assumption Island on the lee beam at 8 it bore N.W.½W. at 9 Inspected the crew at quarters Ends pleasants. Sick Report 32 mm

Water made these 24 hours

Distance

Lat Obs 9.° 34' South

Long Chro. 4h. 5b East

Friday December 6th 1844

Commences with light breezes and pleasant weather, At 5.00 pm Inspected the crew at quarters, During the night Flash Lightning, At 6.30 Inspected the crew at quarters Squalls and increased sail as occasion required, Weather cloudy with rain squalls, at intervals

Sick Report.

Water made these 24 hours

Distance

Lat Obs 8°06' South

Long Chro 47.°27' East

Saturday December 7th 1844

Commences with moderate breezes and clear pleasant weather At 5.00 Inspected the crew at quarters, Middle parts, pleasant, Ship under easy sail (close hauled) At 9 A.M. Inspected the crew at quarters, Ends pleasants, Jacked ship several times during these 24 hours. Sick Report 33

Water made these 24 hours

Distance

Lat Obs 7°01' South

Long Chro 41°.° East

At Sea Sunday December 8th 1844

Commences with light airs and clear pleasant weather, At 5.30 Inspected the crew at quarters, During the night airs and calms with passing clouds and light showers of rain at intervals, At 9.30 AM. Inspected the crew at quarters At 10 Performed Divine Service, Ship under plain sail, Ends pleasant

Sick Reports 31 men

Water made these 24 hours

Lat Obs 6° 57 South

Long Chro: 47° 36' East

Monday December 9th 1844

Commences with light airs and passing clouds, During the night light breezes and pleasant weather, at 4 am squally appearances Saved At 9 AM Inspected the crew at quarters, Made and reduced sail as occasion required, Ends with pleasant weather, Sick Report 33 men

Water made these 24 hours

Distance 53 miles

Lat Obs 6° 21' South

Long Chro: 49° 00' East

Tuesday December 10th 1844

Commences with light breezes and cloudy weather, At 5.30 Inspected the crew at quarters, At 6.30 braced round on the Starboard tack - At 8.20 took in Royals, braced round on the Larboard tack, During the night light airs, Sharp lightning and heavy rain At 9 AM. Inspected the crew at quarters, Ship under all Starboard Studding sails, Ends with pleasant weather, Sick Report 28 men

Lat Obs 5° 22' South

Long Chro 49° 52' East

At 2 P.M. Wednesday December 11th 1844

Commences with wet cold misty weather, light airs and pleasant weather, 6 P.M. Inspected the crew at quarters, Ship under all Studding sails, Ends pleasant. Sick Report, 30 men,

Water made there 24 hours
Distance 77 miles
Lat, Obs 4.32 South
Long Obs 50°58' East

Thursday December 12th 1844

Commences with wet during the day light winds and cloudy weather, with one peal of thunder three flashes of lightning and heavy rain at intervals, with now and then a passing squall made and reduced sail as occasion required, At 6 AM weather pleasant beat to quarters and exercised the Crew, Sick Report 31 men

Water made there 24 hours
Distance 99 miles
Lat, Obs 3.36 South
Long Obs 52.41 East

Friday December 13th 1844

Commences with wet cloudy, the day moderate breezes and pleasant weather made and reduced sail as occasion required, During light breezes and passing squalls with rain at intervals at 8 AM inspected the crew at quarters, Ends with pleasant weather, Sick Report 31 men

At Sea Saturday. December 14th 1844

Commences with moderate breezes and pleasant weather Employed Ships ends. At 5.30 PM Inspected the crew at quarters, During the [illegible] hours of [illegible] and reduced sail as occasion required, At 9 AM Inspected the crew at quarters End with pleasant weather. Sick Report

Water made these 24 hours

Distance 146 Miles

Long Obs 88.° 03 East

Lat Obs 2° 49' South

Sunday December 15th 1844

Commences with moderate breezes and cloudy weather with heavy showers of rain, During the night Moderate breezes with occasional showers of rain, Ship under all drawing sail, At 9.30 AM Inspected the crew at quarters, at 10 called all hands to Muster and read the Morning Service, Made and reduced sail as occasions required, Ends with pleasant weather Sick [illegible] 32 men

Water made these 24 hours

Distance 180 Miles

Lat Obs none

Long 91. 30 East

Monday December 16th 1844

Commences with Moderate breezes and cloudy weather with rain [illegible] reduced sail as occasion required, Saw the [illegible] Ship and Brig, At 9 AM Inspected the crew at quarters End with moderate breezes cloudy and wet weather.

Sick Report

Water made these 24 hours

Distance 202 Miles

Lat Obs none

Long [illegible] East

[illegible] Tuesday Dec[illegible] 17th 1844

Commences with fresh breezes and cloudy weather with squalls
middle part moderate breezes and cloudy weather with a squall
of rain occasionally, made and reduced sail as occasion required
Ends with Moderate breezes and cloudy weather

Water made these 24 hours

Distance 180 miles

Lat [illegible]

Long Obs 65° 52 East

Sick Report 43 Men

Wednesday December 18th 1844

Commences with moderate breezes and cloudy weather,
at 4. 30 vivid lightning to the South[d] During the night pleasant
weather, at 9. am Inspected the crew at quarters, [illegible] and
[illegible] as occasion required, Ends pleasant.

Water [illegible] these 24 hours

Distance 128 miles

Lat Obs none

Long Obs 71° 21' East

Sick Report 44 men

Thursday December 19th 1844

Commences with and untill 8 P.M light breezes and cloudy
weather, During the night moderate and pleasant, made and
reduced sail as circumstances and the weather would permit,
at 9 AM Inspected the crew at quarters, Ends with pleasant
weather, Sick report 40 men

Water made these 24 hours

Distance [illegible]

Lat Obs 2°, 11' South

Long Obs 73° 25' East

At 1200 Sunday December 20th 1846

Commences with moderate breezes and cloudy weather, At 5.30 PM. Inspected the crew at quarters, During the night light breezes and cloudy weather, at 7 AM. John C. Horton one seaman departed this life after sickness of four days only, At 9 AM. Inspected the crew at quarters, Ended with pleasant weather, at 8 AM Burial service was read by the Medical officers.

Lat. as per observations
Distance 126 miles
Lat Obs 1.47' South
Long Obs 75.47' East
Sick Report 39 men

Saturday Decmbr. 21st 1846

Commences with light breezes and pleasant weather. At 5.30 called "all hands to bury the dead" half masted the colours and the "Burial Service" was committed the body of John ? to the deep. During the night pleasant weather. Made and shortened sail as occasion required, at 9 AM. Inspected the crew at quarters. Ended pleasant, Crew employed in scraping and painting ship. Sick Report 41 Men

Lat as per obs. 24 hours
Distance 100 miles
Lat Obs 1.36' South
Long Obs 77.17 East

Sunday December 22nd 1846

Commences with light winds and pleasant weather. During the night light breezes and pleasant weather. At 9.30 AM Inspected the crew at quarters, at 10 called all hands to muster, Performed Divine Service, Ended the day [illegible] Sick Report 41 men. Lat 1.15' South Long 80.24.

Lat as per obs 24 hours
Distance 142 miles

At Sea. Monday December 23d 1844

Commences with light breezes and pleasant weather at 3. called all hands to bury the dead Half masted the colours read the "Burial Service" and committed the remains of Christian Fuhrs (Prus) to the deep. During the night light breezes and pleasant with passing clouds. at 5 A.M. Inspected the crew at quarters, Employed down the main topsail, watered from the starboard yard arm, repaired the boat sails, Loosed out and bent the sail and hoisted the topsail. Shifted under all drawing sail, Sick Report 49. Men

Lat. made this 24 hours

Distance 189 miles

Lat Obs 0° 54 South

Long Obs 33.11 East

Tuesday December 24th 1844

Commences with light and pleasant weather, at 2 A.M. Employed in setting and bending of Christian Fuhrs (Prus) (deceased) at 5.30 P.M. Inspected the crew at quarters, Employed the night light airs, light rain and misty weather, at 11.30 in Studding sails and braced up on the the Starboard tack, at 2.30 A.M. up main sail and set Starboard Studding sails, at 4 Inspected the crew at quarters Employed with pleasant weather, Sick Report 54 Men

Water made this 24 hours

Distance 75 Miles

Lat Obs 0.28' South

Long Obs 33.02' East

At Sea. Wednesday December 25th 44

Commences with Moderate breezes and pleasant weather. During the night, light breezes and pleasant weather. At 9 am. Inspected the crew at quarters, at 9.20 squared the yards, Ship under all sail, Ends with light breezes and pleasant weather.

Water made these 24 hours
Sick Report 54 Men
Distance 139 Miles
Lat Obs 0° 23 North
Long Obs 87.23 East

Thursday December 26th 1844

Commences with light breezes and pleasant weather At 5.30 PM. Inspected the crew at quarters, During the night light airs and pleasant weather, at 9 am. Inspected the crew at quarters; Fitted new Royal lifts, Sail makers employed making a new Fore topsail, Ends with light airs and clear pleasant weather. Sick Report, 58 Men.

Water made these 24 hours
Distance 75 Miles
Lat Obs 0° 56' North
Long Obs 88.° 54' East

Friday December 27th 1844

Commences with airs and clear pleasant weather, At 5.30 PM Inspected the crew at quarters, During the night light airs and cloudy, at 1.30 made all sail, Pumped Ship, Cleared [illegible] the head yards to shorten the slings of the Fore yard

Water made these 24 hours
Sick Report 63 Men
Distance 51 Miles
Lat Obs 1. 25' North
Long Obs 90° 05' East

At Sea Saturday December 28th 1844

Commences with light breze and pleasant weather, Made a large sail on the weather quarter standing to the S.W. and W.S.W. at 5.30 P.M. Inspected the crew at quarters, During the night light airs and clear pleasant weather. Latter part of these 24 hours light airs and calm with sultry weather, Made and took in sails as was required,

Water made these 24 hours
Distance 57 Miles
Dat Obs 1°49 North
Long thro' 91° 15' East
Sick Report 60 Men

Sunday December 29th 1844

Commences with clear calm and pleasant weather, at 1/4 past 1 passing clouds, Middle part calm and cloudy, at 9.30 A.M. Inspected the crew at quarters, at 10 called all hands to muster, read the Morning Service and Sermon the pubject of the text, "The Widows Son" restored to life, Ends pleasant,

Water made these 24 hours
Distance 17 Miles
Lat Obs 2.14' North
Long thro' 91° 4' East
Sick Report 61 Men

At Sea Monday December 30th 1844

Commences with light breezes and clear pleasant weather at 5, 30 A.M. Inspected the crew at quarters, Middle part, light airs and calms at 9 A.M. Inspected the crew at quarters at 9.26 from Palm (Sea) departed this life, the examination Lord's Prayer, Commenced

Water made these 24 hours

Distance 32 miles

Lat Obs 2°.58 North

Long Chro 92° 25' East

Sick Report 61 men

Tuesday December 31st 1844

Commences with calms and clear pleasant weather, at 6. "called all hands to bury the dead" had masted the colours read the "Burial Service" and committed the remains of John Water (Sea) to the deep. Middle part pleasant weather and steady breezes, at 9 AM Inspected the crew at quarters the Carpenters employed making a new Fore Topsail

Water made these 24 hours

Distance 96 miles

Long Chro 93°.55' East

Lat Obs 3°.02 North

Sick Report 59 men

At Sea Wednesday Jan 1st 1845

Commences with moderate breezes and pleasant weather. Sail makers employed making a new Fore top sail, At 4 Saw the Starboard cable and got the Larboard bower off the hawse, Middle part fresh breezes and clear pleasant weather At 8 P.M. hove a Blue light & sail to Larboard carried a light, At 8 a.m. Saw Ships to the North^w, At 9 Saw land on the weather beam, Latter part light airs and pleasant weather At 9 P.M. Inspected the ship's provisions Found it right, on the Ice Low, Ships crew Employed and Spun yarn

Water made these 24 hours

Distance

Lat Obs 3.° 27 North

Long thro: 95. 59 East

Sick Report 61 men

Thursday January 2nd 1845

Commences with light breezes and pleasant At 6 got a cast of the lead with 42 fathoms line no Bottom At 8 Ships appeared to Leward and on the weather bow At 9 the Larboard Watch visited the Sick, At 10 got a cast of the lead with 42 fathoms line no bottom, During the 1st Watch sounded every half hour - 50 fathoms line varying from Muddy to Sandy bottom, At 1 A.M. came to with the Ice in 52 fathoms Water [illegible] Latter part light airs and calms, with lightning clouds, At daylight Land in sight to the East^d, At 9 A.M. Inspected the crew at quarters

Water made these 24 hours

Distance

Lat Obs 3.° 49' North

Long thro: 96° 14 East

Sick Report 66 Men

Off Sumatra Island
Friday January 3rd 1845

Commences with light breezes and pleasant weather by 1 more up the Kedge, got underway and made all sail before the wind, Standing in for the Islands, at 4.30 took in all sail shortly after run down for a "Proa" hoisted a white flag & shew the Colors that we were friendly, no attention being paid fired a blank cartridge from the carronade No 2, no attention being paid to this, at 5.30 shotted and fired a gun ahead of the Proa, to this she hove too and took in all sail Run down to her, backed the main topsail, lowered and sent a boat alongside and brought the head boats aboard frightened nearly out of their wits, Sumatra dist about 10 miles, Sounding in 20 fathoms water muddy bottom, Took the Proa in tow and [illegible] Standing along the coast of Sumatra with lights in sights all along the shore at 10.30 Shortned sail and came too with the Kedge in 21 fathoms water Sandy bottom, veered to 60 fathoms hawser, furled sails During the night heavy dew, at 6 got underway with a light breeze from the N.W and stood down the coast for the harbour [illegible] at 9.30 came too with the Kedge, at 9.30 observed a ship at anchor "Duallah Battoo" Bay, at 11.30 Reduced sail to topsails and lit Meridian standing for the Anchorage at Duallah Battoo

Water made these 24 hours
Sat 06
5.

Quallah Batter. Sumatra Island,
Saturday January 1st 1845

Commences with moderate breezes from the N.W. and clear pleasant weather at 1 shortened sail and at 2 came too with the Kedge in 22 fathoms water muddy, veered to 30 fathoms Cable furled sail, took the following bearings to compass Fort "Quallah Batter" bearing West, "Cocoan" Trees E.S.E. The Cutter of the American Ship Caroline Augusta of Salem Mass. in company with the well known "Rajah" visited the Ship, During the Forenoon taken on board yesterday as Pilots. Ship Brought 22 fm in the Cable, 20 fm 10 in the forward. Middle part light airs from the N.W and E.S.E and clear pleasant weather, Carried a sail in the South West Quarter of the Bay and Moored with the Light buoy off the land with heavy dews, with this breeze a delightful perfume came from the spice groves, at 10 A.M. sent a boat a shore and brought off a Mage." "Quallah Batter" Boat came from shore to warn the Ship, Latter part light airs from the N.W and E.S.E and clear pleasant weather, Hove to for fruit and to warn against any of the crew being allowed to eat fruit and to take on board with fruit in it was permitted to come alongside. many cases it has been found to be the cause of producing when they saw the Native boat off from the Ship was not allowed to pull close for the Pier "Quallah" for, that would have been the case of the Ships company had been privileged to intercourse! but only that the death of more than half would have taken place.

Total number of Hands 21 Persons

Sick Reports 64 men

Dualloh Ballo

Sunday January 5th 1845.

Commences with light breezes from the Westd and clear pleasant weather, at Malay boat employed in watering Ships casks in her, at 7.30 She comes in sight to the S.W. Middle part light breezes from the Westd and clear pleasant weather at 5.20 a light squall accompanied with fine rain, Received on board a Bullock, (A species of Bullock called by the Natives the wild Bull [illegible] resembling elephants) at 10 called all hands muster and Performed Divine Service" Latter part light breezes from the Westd and clear pleasant weather.

Water made these 24 hours

Sick Report

Monday January 6th 1845

Commences with light breezes from the Southd and clear pleasant weather, Middle part light breezes from the Eastd and cloudy, "Po Adam" [illegible] at Pilot at 4.40 under all Sail, got underway under Royals and flying Jib, at 8 under all Starboard Studding sails "Dualloh Balloo" bore per compass N.E. distant 10 miles, The main Northern Bluff pbs N 10½ W.

Latter part light variable airs and extremly Hot weather at 9.30 Midshipman Lucius M. Mason departed this life [illegible] Aged 12 years, Received from [illegible] [illegible] Pilot [illegible] per compass [illegible] [illegible]

Sick Report 55 men

At Sea Sunday January 5th 1845

Commences with light airs and fine pleasant weather
Saild under easy sail to the S.E. part of Sumatra in
sight distance 3 miles, at 4. shortened sail and brached
in Main topsail, Called "all hand to bury the dead, read the
funeral Service and committed to the deep the
remains of Richd Brown Seaman. Departed this life
the solemn duty - with two volleys of Musketry, the ship filled away
and all drawing sail on our course Cape Gate [illegible]
at 8 E S E 48 miles 12 miles. Between 6 and 8 [illegible]
from 17 to 18 fathoms water, made and reduced sail [illegible]
occasion required, Sounding during the night from 16 to 21 fathom water
Middle part light Baffling wind with rain at 8 E S E
E S E distant 18 Miles Point "Anatal" in sight one point on the
weather bow, Cape "Bowas" in sight to windward, at 9 went to
quarters. Mustered the crew, at Meridian standing in for the
Coast of Sumatra, A Barque, Brig and [illegible] in sight
at day light to windward, Cape [illegible] bearing
Point in sight during the night

Water made these 24 hours

Latitude

Lat Obs 3° 54' North

Long Chron 9h 24' East

Sick Report 52 Men

Off Wylah Sumatra Island

Wednesday January 8th 1845

Commences with light breezes and passing clouds, [illegible] in sight showing English colours [illegible] all sail [illegible] to the N.E. and E. Standing in from [illegible] fathoms water, [illegible] Ship, punished [illegible] with 6 lashes of the cat for disobeying the orders of the Captain of the [illegible] watch, at 5.30 PM. Inspected the crew at quarters, at 8 P.M comes in sight to the S.E. and E. at 9.30 furled sails and came too with the Kedge in 15 fathoms water, Soft Muddy bottom, veered to 40 fathoms hawser, Middle part light breezes from the N.E and pleasant weather, at daylight made land on the Larboard beam, at 5.30 AM hove up the Kedge and got underway under plain sail, Discovered a vessel close in shore under sail [illegible] another at anchor, Standing in for the land

[illegible] at 10.30 came too with the Kedge in 10 fathoms water, Muddy bottom, veered to 24 fathoms hawser at 10.30 furled sails, Took the following bearings from the Ship, Down Wylah bearing, N.N.E 3/4E distant 5 miles, Pulo Ally N.W. 1/2 N. Found the American Ship Rome (Capt Brown) and [illegible] (Mass) Ship of Salem. Most laying here engaged in the Pepper trade, The "Rome" is the first American Ship that has ever been in these ports and the Constitution the first National vessel that ever [illegible]

[illegible]

Lat 06 1.12' North

[illegible]

Wich Ships 62 Men

commences with light breezes and pleas[illegible]
Discharged the Pilot Po Adam. at 5.30 Inspected the crew
at quarters, at 7.30 got [illegible] with [illegible]
During the night light [illegible] pleasant weather standing down
the Coast of Sumatra with the Starboard Studding sail set,
at 8 the lead agoing during the night in from 18 to 20 fathoms
water at 10 Set the Main Top Gallt. at 4 Inspected the crew at
quarters, Latter part calm in standing sail.

Lat. made these 24 hours
Distance
Long Obs: 95°.40' East
Lat Obs 4°.38 North
Sick Report 57 Men

Friday January 11th 1845

Commences with moderate [illegible]
[illegible] the following [illegible] "Sea Bird" [illegible]
the night light airs and pleasant weather Sumatra in the weather
beam distant about 12 miles, Sounded during the night with
45 fathom line, No Bottom. at daylight a sail reported on
the weather beam, at 5.30 furled the Royals and Flying Jib
at 7.55 furled Top Gallants sails, Land on the weather quarter,
[illegible] at 8 [illegible] Inspected the
[illegible] topsail, Sailmakers making a new fore topsail

Water made these 24 hours
Distance
Lat 4.23 North
Long 94.20 East
Sick Report 55 men

At Sea Saturday January 11th 1845

Commences with fresh breezes and cloudy weather, Saw and joined our Consort topsail, at 5.30 Southern Pt of Staten Island bore by compass W.S.W. at 5.30 Inspected the Men at quarters. Single reefed the Topsail down Single reefed and at 8 During the night fresh breezes and cloudy weather, at 11 pm Spanker and Foresail the middle part with the Lanyards more equally stretched, Single reefed the Jibs, Bent the Fore and Main Sky sails, Latter part Moderating, Unreef Jibs and Spanker, Bent another Foresail and another, at 11 pm Spanker and Foresail

Water made this 24 hours

Distance

Sat 06 h. 26' North

Sick Report 5 b

Sunday January 12th

Commences with fresh breezes and cloudy weather, Saw and joined our Consort, Latter part the middle part with the Lanyards more equally stretched, at 8 Reefed Jibs

During the night fresh breezes and equally with light airs & Calms, at 8 Reefed Jibs

Single reefed and set its at 11 Reefed Ship

Water made these 24 hours

Sat 06 h. 37' North

Long thro 91°. 54 East.

Sick Report 54 Men

At Sea, Monday January 13th 1845

Commences with moderate breezes and cloudy [illegible]

[illegible] Light Moderate breezes and cloudy with pleasant weather
Ab 10 Tacked Ship, ab 8 am Pumped Ship. Discovered the Ships of the
Main Land to be stranded. up mainsail and set [illegible]
ab 9 Anchored the crew ab quarters, unbent the [illegible]
passed preventer slings to the main yard, ab 10 Tacked Ship to the
1st Ends of the week

Water made these 24 hours
Lat by Obs 6°. 53' North
Long. Chron: 95. 10 East
Sick Rolls 1, 50 Men

Tuesday January 14th 1845

Commences with [illegible] and gentle breezes
ab 1 increased sail to topsails and Fore course, ab 130 made all plain
sail again, passed great quantities of drift wood, During the night
moderate breezes and gentle [illegible] sail as [illegible]
shortened sail as was necessary, ab 8 am Pumped Ship, ab 9
Anchored the crew ab quarters. Ship under all plain sail [illegible]
Land [illegible]

Water made these 24 hours
Distance
Lat by Obs 6°. 32' North
Long. Chro 96°. 19' East
[illegible]

At Sea Wednesday, January 14

Commences with moderate breezes and passing clouds with light rain at intervals, at 3.30 Jacked Ship, at 11 A.M. the wind, weather steady, passed through a [illegible] at 2.30 P.M. Jacked Ship, at daylight made the land to leward, "Table" Mountain bearing per compass N.W. by W. distant 70 miles, at 9. AM Inspected the [illegible] as usual, Latter same as first

Water made these 24 hours

Distance

Lat by Obs 6° 00 North

Long. by Obs 97° 05' East

Sick Report 48 Men

Thursday January 15. 1845

Commences with light breezes and pleasant weather with passing clouds, at 2 P.M. Jacked Ship, at 5.30 Jacked Ship. During the night [illegible] the same as [illegible] Sets casts of the lead with from 80 to 90 fathoms line, No bottom at daylight discovered the land to leward, at 8 Pumped Ship at 10. light rain, at 11 AM Jacked Ship, Made and [illegible] sail as was necessary, Ends with pleasant weather

Water made these 24 hours

Distance

Lat by Obs 5° 18' North

Long by Obs 97° 30' East

Sick Report 45 Men

At Sea. Friday January 17th 1845

Commences with light breezes with [illegible] ends at 1.30 PM
Hauled to Ship. at 5.30 Inspected the crew at quarters, During the night
light breezes and pleasant weather, Sounded every [illegible] with 50 fathoms
line No bottom. at 6.30 tacked ship and at 8 tacked, Both Watch
moderate breezes with occasional calms, weather [illegible] with rain at
intervals. Made and reduced sail as occasion required.

[illegible] made these 24 hours
Distance
Lat by Obs 5°56' North
Long by Chron 97°57' East
[illegible]

Saturday January 18th 1845

Commences with light breezes [illegible] weather at 5.30 PM.
tacked Ship, at 5.30 Inspected the crew at quarters, at 10 [illegible] Ship's
at 2 AM Tacked Ship, at 3 Tacked Ship, at 8 am Pumped Ship
at 8.40 tacked, [illegible] at 11 [illegible] ship. During the night weather
pleasant, Made and reduced sail as the weather would permit,
crew variously employed, Ends pleasantly.

Water made these 24 hours
Distance
Lat by Obs [illegible]
Long by Chron [illegible]
[illegible]

Sunday January 19th 1845

Commences with light breezes and clear pleasant weather
at 1 Tacked Ship, at 5.30 PM. Inspected the crew at quarters, at 10 PM
tacked Ship, at 11.30 a breeze suddenly springing up, [illegible] and shortening
sail, at 1.40 Tacked Ship, During the night moderate & variable
at 6.40 AM Inspected the crew at quarters, at 10 [illegible] Ship
[illegible] as occasion
required. Water made these 24 hours
Lat Obs 5°57' North [illegible]
Long Chron 98.45 East [illegible]

[illegible] Sea. Monday January 20th 1845

Commences with pleasant weather, at 3 P.M. Sacked [illegible] island on the weather bow, at 4 it bore E.S.E. at 6 P.M. [illegible] 20 fathoms line (Mud and Sand) at 6.20 Sacked Ship. Sounded [illegible] during the night in from 45 to 55 fathoms muddy bottom, at [illegible] an island (close aboard) one points on the lee bow, Sacked [illegible] Sacked ship, at 7.40 sacked ship. at 8 "Pulo Pera" bore S by E 3/4 E distant about 7 miles (to leeward) at 9 sacked Ship, at Meridian [illegible] S.W. distt 7 miles. Pumped Ship. Cool pleasant.

Water made these 24 hours

Distance

Sat by Obs 5° 39 North

Long. thro 99. 23 East

Sick Report 4½ Men

Tuesday January 21st 184[illegible]

Commences with moderate breezes and clear pleasant [illegible] at 6 h 40 m sacked ship, land on the lee bow and ahead. Pulo Pera astern At 8 h 30 P.M Inspected the crew at quarters, "Pulo Pero" bore S by E 3/4 E "Mountain" N by E 1/2 E. Mush easterly land in sight N E 3/4 E. at 11.30 [illegible] in 38 fathoms water, bottom blue mud, at 7.30 P.M more ship, at [illegible] During the night light variable winds and squally with rain at [illegible] at intervals, Sounded with 45 fathoms line No bottom, at 8 am a sail in sight on the lee beam, at 9 a.m. Inspected the crew at quarters [illegible] showed our colours to an English Brig "Pulo Penang" [illegible] Entered the Straits of Malacca this day to the N.W. [illegible]

Water made these 24 hours

Distance.

Sat by Obs 5° 12' North

Long. thro 99° 57' East

Sick Report, 49 Men

At Sea, Wednesday January 22nd 1845

Commences with pleasant weather; at [illegible] "Ben Boyce" [illegible] A sail in sight on the weather beam, [illegible] in 34 fathoms water, bottom blue mud, During the [illegible] occasional calms, attended with rain and [illegible] [illegible] in from 28 to 31 fathoms water, at daylight discovered a sail on the lee and one on the weather bow, Pulo Pen[illegible] on the weather quarter, land ahead, at 9 am inspected the [illegible] of the watch, the Crew employed [illegible] and bent another, Standing [illegible] Strait of Malacca [illegible] Light, [illegible] Light, [illegible] Island, [illegible]

[illegible]

Distance.

Lat by Obs 4.51' North

Long " Chron 100.30' East

[illegible]

Thursday January 23rd 1845

Commences with light variable airs and calms, [illegible] pleasant weather and [illegible] [illegible] Pulo Penang [illegible] and [illegible] with the Dredge in 26 fathoms water at 2 got underway [illegible] steering sail, the small island outside of Pulo Penang [illegible] at 4 the land makes thick in by thick clouds, In the first dog watch [illegible] rain with thunder and lightning, [illegible] middle watch [illegible] fresh breezes, at 4 [illegible] with the Dredge in 31 fathoms water, [illegible] fathoms water, [illegible] at daylight [illegible] at 8 [illegible] Pulo Penang [illegible] at 9 am Inspected the crew at quarters [illegible]

Water made these 24 hours

Distance

[illegible]

Long [illegible] 100.30' East

[illegible]

At Sea, Straits of [illegible] Jan[illegible] 21st 1848

Commences with light variable airs and [illegible] weather

[illegible] to and [illegible] was required,

At 6 P.M. in 25 fathoms water, North Pt of "Pingdeing" S.W. by W. [illegible]

compass S.E. by E. "Samblang" S.S.E. "False Pingdeing" E. by N. 65 miles

[illegible] Pt [illegible] fathoms water veered to 50 fathoms hawse,

During the night light S.E. breezes with thunder and lightning,

at 2 we weighed the Kedge, made sail, at 7 reduced sail and hove

to the lead, in 27 fathoms water veered to 50 fathoms hawse, Saw and spoke

to an English Barque going North, at 9 am [illegible] the same

[illegible], at 11 [illegible], made all necessary sail then [illegible] in sight

to the Eastward

Water made these 24 hours

[illegible]

Lat. by the Chron[illegible]

Long. by Chron 100° 41' East

Sick Reports 52. Men

Saturday, January 22nd 1848

Commences with light airs and pleasant weather, at 2.30 [illegible]

[illegible] to the Eastward. Saw English colours,

[illegible] "Samblangs" [illegible] fresh

parts variable winds and pleasant weather, at 4.30 dropped the Kedge

in [illegible] water, veered to 25 fathoms hawse, [illegible] sail.

The largest of "Samblangs" islands S.E. ¼ E. distant about 8 miles. At 5 [illegible]

[illegible] to the Kedge [illegible] Pt [illegible] Islands N.W. ½ W. [illegible] miles. During

the night in [illegible] 23 fathoms water, Showed our colors to the

English Barque "Hedon" from "Singapore" bound to the [illegible], [illegible]

light airs and pleasant weather

Water made these 24 hours

[illegible]

Lat. by [illegible]

Long. by the Chron[illegible]

Sick Reports [illegible]

At Sea. Sunday. January 3rd 1841

Commences with light variable breezes and pleasant weather
at 1.30 Spoke ship, and with a boat aboard to sound, at 3.45 PM
let go the Kedge in 19 fathoms water muddy bottom, veered to 30
fathoms, furled sail, at 4.50 AM hove up the Kedge and made all
necessary sail, sent two boats ahead to sound, at 5.20 hove too
with the main to sail aboard, several islands in sight, sounding
every hour in from 19 to 10 fathoms water, at 8 filled away, at 9
boat returned, at 9.30 answered the usual questions, at 10 to form
"Divine Service" at 12 hove to in 17 fathoms, muddy bottom
at 3 PM, and Sails, [illegible]

Water made these 24 hours

Distance

Lat by Obs 2.3 East

Long Dist 101 10 East

Sick Upon the Island

Monday January 4th 1841

Commences with light variable and pleasant weather,
at 1 PM came to by the wind, parted the cable, shall
at the rate of [illegible] to the Kedge in 18 fathoms
water, at 2.30 and employed getting up and made all fast, at 5.30
"Round Island" bore pr compass S 15 W by W distant 7 miles at 5.10
[illegible] sail, and came too with the Kedge in 20 fathoms water
to [illegible] and light variable winds and
calms, to the 5th 10 two knots pr hour, at 3.30 am got underway
[illegible] and hoisted our colours to an English Ship, at Meridian
"Round Hill" bore N 6° E distant 18 miles, Ends pleasant

Water made [illegible]

Distance

[illegible]

Lat Obs [illegible]

Long Dist [illegible]

At Sea, Tuesday, January 28th 1845

Commences with light, variable winds and pleasant weather
At 12 M. P.M. Anchored with the Kedge in 30 fathoms water, moored with
cables and light sails, at 3.30 underway again, Ship under Starboard
Studding sail, at 5.30 PM Inspected the crew at quarters, several
sail in sight, At 6 P.M. "Parcellar Hill" bore N.NE 1/4 E. Land off
"Sandy Hook" N.W. 11 f. 11. Sounded frequently during the day and night
in from 32 to 32 fathoms water, At 9 P.M. came to with the Kedge in
25 fathoms water moored to 30 fathoms Cable, furled sail, At 4.30 AM
got underway, made all drawing sail, Sounded from 24 to 15 fathoms
water, "Cape Rachado" bore N 1/4 W. distant 6 miles, two sails in sight
to the Northward

Water made these 24 hours
Latitude
Lat
Long
Sick 1 - past 88 Men

Wednesday, January 29th 184

Commences with light breezes and pleasant weather at 4 PM
Sounded in 16 fathoms water, at 5.30 Inspected the crew at quarters
[illegible] the Kedge in 25 fathoms water [illegible] cable
[illegible] fathoms, furled sail, [illegible]
wearing ship on opposite tack in 6 During the middle watter [illegible]
at 3.45 AM sent the gig and 3rd cutter with Lieut [illegible] to the
City, at 7.20 weighed the kedge and stood out again [illegible]
returned At Meridian the outer Brothers island [illegible] distant
3 Miles, Ends with moderate breezes and cloudy weather

Water made these 24 hours
Lat
Long
Sick and [illegible] to-day
Distance

At Sea, Singapore, January 30th 1845

Commences with a dead calm, at 5.30 P.M. [illegible] to our
oars & guns, took the following compass bearings, viz. Pulo Ubin W.
Pulo Sakijang Mda E. by S. Pulo Mda E. by E. Formosa W. by S.
Light airs & calms, at 9 P.M. the Body of the Man died departed this life
at Midnight, came too with the Sheet & 2 Anchors in 15 fathoms
water, at 4 A.M. the Body of the Man died departed this life
at Midnight, came too with the Sheet & 2 Anchors in 15 fathoms
water, veered to
25 fathoms hawser, at 5.30 got underway & made all necessary
sail, discovered a sail ahead, at 9 AM called all hands to bury
the dead, hoisted the colours, read the burial service and
committed the remains of Pat. Duff to the deep, at Meridian Pulo
Pisang bore E by S. Ends pleasant

Water made these 24 hours

Distance

Lat

Long

Sick [illegible]

Friday, January 31st 1845

Commences with light variable winds & [illegible]
a heavy squall at intervals, at 1.30 PM came too with the Sheet & 1½
fathom anchor veered to 25 fathom hawser, [illegible] bearing
by compass E S E. "Formosa" W. ½ W 10 miles, at 4 P.M. [illegible]
and made sail, at 5 P.M. clewed up and came too with the Sheet &
1½ fathom anchor veered to 25 fathom hawser, Pulo Sakijang bore E S E ½ E
[illegible] at 6 P.M. [illegible] at 8 P.M.
[illegible]

[illegible]

Lat

Long

Sick [illegible]

At Sea. Saturday February 1st 1845

Commences with light breezes and equally with pleasant weather. Made and reduced sail as occasion required, Showed our colours to a Dutch Barque going up the Straits of Malacca, a Brig in sight on the lee beam, Sounding in from 18 to 17 fathoms water. At 4.40 took the following compass bearings viz "Cobra" island N E by E. "Cocot" island W by N at 5.30 P.M. shortened sail and let go the kedge in 23 fathoms water, veered to 55 fathoms hawser, furled sail, At 6 a.m. weighed the kedge and made all plain sail, Standing down the Malacca Straits for Singapore island, at 10 am let go the kedge in 19 fathoms water veered to 24 fathoms hawser "Cobra" N N E. "Cocot" N W ¼ W Ends pleasant

Dist. made this 24 hours

Distance

Lat

Lon

Sick Report 58 Men

Singapore Strait Sunday February 2nd 1845

Commences with light variable airs and pleasant weather. At 5 P.M. Weighed the kedge and made all plain sail. At 12.30. set Starboard Standing sails. Showed our colours to an English Barque standing to the N.E. Standing for "Rabbit" island, At 5.40 Shortened sail and came to with the kedge in 15 fathom water, veered to 55 fathoms hawser, furled sail, Took the following compass bearings viz South Pt of "Barn" island E by N "Tree" island S W by W At 5 called all hands and got underway at 6 Set plain sail Standing in [illegible] At 11.20 Came to with the Starboard Bower in 10 fathoms water, Muddy bottom veered to 13 fathoms chain [illegible] An Officer from H.B.M. Frigate, "Cambrain" bearing the broad pendant [illegible] A Boat from the Brig Hebe [illegible] H.M.S. "Cambrain" [illegible] Took the following bearings [illegible] Singapore N E ½ E

flag staff on signal hill hoisted the Ensign which
[illegible] made these 24 hours
Sick Report 58 men

Harbour of Singapore
Monday February 3rd 1845

Commences with light variable [illegible] and pleasant
weather, at 2 P.M. with the English flag at the fore saluted the
Town with 21 guns, which was returned with a like number on
shore. At 3 P.M. loosed the topsails, and saluted the broad pennant
of Commodore Inglis of the English squadron with 15 guns, which
was returned by H.B.M. frigate "Cambrian" guns for guns. Furled sail
again, Rec'd a visit from the American Consul for Palestine, on his
leaving saluted him with 9 guns. Ship Drawing off for inches
forward for inches. At 4:30 a strong squall of rain passed over
us at 5 P.M. H.B.M. Frigate "Cambrian" halfmasted her colours halfmasted
guns in compliment; Middle part light variable airs and calms
Rec'd on board fresh beef, bread and vegetables for the crew, filled
a tank of water alongside employed in discharging same, At 11 A.M.
the English Commodore visited the Ship on leaving with the English
flag, at the fore saluted with 13 guns, which was returned by the
Cambrian with like number, Ended with light airs from the S.E.
and E.S.E. and pleasant weather. Sick Report [illegible]
Water made, these 24 hours

Tuesday February 4th 1845

[illegible] at light breezes from the S.E. to E.S.E. and cloudy
weather, Employed [illegible] topsail yards, Watering Ship
[illegible] employed [illegible] and fresh provisions
[illegible] the sails for repairs, Rec'd 1000 Gallons water from the tank
at 9 A.M. inspected the crew at quarters, at 9:30 [illegible] Thompson
(Quarter Master) departed this life, Crew employed in staying the
main & mizen masts and fitting the T.G. rigging, Sick Report 62
Water made these 24 hours

Harbour of Singapore

Wednesday February 8th 1843

Commences with [illegible] breezes from the S.E. and cloudy weather, at 2.30 fidded T.G. mast, crew employed cleaning out [illegible] at 6 [illegible] the arrival of Charles Forbes [illegible] for entertainment, the natives [illegible] at 8 AM loosed sails, at 9 AM Inspected the crew at quarters, [illegible] breezes from the S.E. and E.S.E.

Water made these 24 hours

Sick Report 80 men

Thursday February 9th 1843

Commences with moderate breezes from the S.E. and E.S.E. and clear pleasant weather, at 5 P.M. HBM Frigate "Cambrian" [illegible] at 8 [illegible] Inspected crew in [illegible], Bent sail light breezes from the S.E. and E.S.E. and hazy weather. Boarded the American Ship "Coquette" of Boston 3 months from the United States and 15 days from Calcutta, A Tank of water came alongside [illegible] variable airs and cloudy weather

Water made these 24 hours

Sick Report 87 men

Friday February 10th 1843

Commences with light breezes from the E.S.E. and [illegible] at 2 P.M. Lieut Colonel Bureaud Commander of the [illegible] in Singapore visited the Ship on his leaving with the [illegible] of the Shore saluted with 9 guns which was returned from the Ship with the same number, watering Ship from a Tank [illegible] employed in discharging two tanks along side [illegible] breezes from the Eastward and cloudy weather

Sick Report 88 men

Harbour of Iquique

Saturday February 8th 1845

Commences with moderate breezes from E.S.E. and pleasant weather. Recd from the water tank 5,214 gallons of fresh water, at 4.40 PM a funeral procession leaving the town having her colours at half mast, half masted [illegible] Middle part light breezes from E. and E.S.E. pleasant weather at 8 hauled out to the N.E. first head for the ship at 9.30 inspected the crew at quarters, Ends with light breezes and clear pleasant weather

Water made these 24 hours.

Sick Report 82 men.

Sunday February 9th 1845

Commences with moderate breezes from E.S.E. and E. pleasant weather, at 2 minutes past 8 hauled the watering ship from the tank alongside and received from it 5,214 gallons. Middle part light N.E. breezes and clear pleasant weather, at 9.30 am Inspected the crew at quarters, at 10 called all hands to muster, and read the morning service. Ends pleasant

Water made these 24 hours

Sick [illegible]

Monday February 10th 1845

Commences with and during these 24 hours light breezes from the N.E. and E.N.E. and clear pleasant weather, at 8 hauled out at 9.30 am Inspected the crew at quarters. Recd a tank of [illegible]

[illegible]

Warrior at Singapore

Tuesday February 11th 1845

Commences with variable winds, and cloudy with rain, squally appearances, at 11 a.m. furled sail, Rec'd from the Tank 5 1/4 tons of water, Ends in the night pleasant weather, at 11 am loosed sail, Ends with light breezes from the N.E. and E.S.E. and clear pleasant weather

Water made these 24 hours

Sick Report

Wednesday February 12th 1845

Commences with moderate breezes from the N.E. and E. and cloudy weather, H.B.M. Corvette "Vestal" of 28 guns came in and anchored, last from Hong Kong, boarded her, furled sail, made sail pleasant, Rec'd a quantity of wood on board, Ends with light breezes from the N.E. and pleasant weather,

Water made these 24 hours

Sick Report 44

Thursday February 13th 1845

Commences with and throughout these 24 hours light breezes varying from the N.E. to N.E. and E.S.E. with pleasant weather, at 2.30 H.B.M. Ship "Vestal" went to sea, crew employed in cleaning out and stowing the hold, at 8 am loosed sail

Water made these 24 hours

Sick Report

Friday February 14th 1845

[illegible] light breezes from the N.E. ends with light [illegible] E.S.E. and E. pleasant weather, at 2 [illegible] furled sail [illegible] at 8 A.M. Major Low departed this life on board [illegible]

ship from a tank alongside, Employed in cleaning out the Spirit Room &c & inspected the crew at quarters.

Water made these 24 hours

Sick Report 42 men

Harbour of Singapore

Saturday February 15th 1845

Commences with light breezes from the N.E and E.S.E and pleasants weather, Rec.d 3050 Gallons water from the tank, at 4.30 P.M. half masted the colours and sent the remains of Stephen Hogg (Sea) on shore for interment, at night the latter part pleasants

At 6 P.M. Steamer "Driver" went to sea, Crew variously employed, Latter part pleasants.

Water made these 24 hours

Sick Report 43 men

Sunday February 16th 1845

Commences with light breezes from the E.S.E and E.N.E and cloudy weather, A Tank of coal alongside employed in discharging do, Middle part light variable breezes and pleasant with Lightning clouds at 8 A.M. inspected the crew at quarters, at 10 called all hands to Muster, and performed Divine Service and with fresh breezes from the E.S.E & E.N.E and pleasants

Water made these 24 hours

Sick Report 46 men

Monday February 17th 1845

Commences with moderate breezes from the N.E & E.N.E and pleasant weather, Sent a Hedge anchor in the Channel, and passed the Mooring Swivel to a Hedge and hawser in the Channel, and veered out the Hedge on hawser how at the anchor and warped the Ship nearer to the Buoy at 7 A.M. let go the Larboard Anchor in 8 fathoms water, veered to 9 fathom Signal Gun fired bearing the compass S.¾W, at 7 A.M. Inspected the crew

at 8 quarters, Sent 2 ab Petty officers and Marines ashore on liberty for 24 hours, Ends with moderate breezes from the N. and pleasant weather. Water made this 24 hours
Sick Report 40 Men

Harbour of Singapore
Tuesday February 18th 1845

Commences with and throughout these 24 hours light breezes from the N.W & E.ly and clear pleasant weather, Rec.d from a Water tank alongside 2086 gallons of fresh water; veered to 45 fathom chain on the Larboard cable, Discharged the coal tank Rec.d fresh Bread on board for the crew, at 9 A.M. inspected the crew at quarters, Crew variously employed
Water made these 24 hours
Sick Report 31 Men

Wednesday February 19, 1845

Commences with moderate breezes from the S.W and E.ly and pleasant weather, sent a number of men ashore on liberty for 24 hours During the night wind from the N.W and E.d and pleasant, at 8 A.M. hoisted in the Launch and 1st Cutter, Ends with pleasant weather, wind from the N.W & E.d
Water made this 24 hours,
Sick Reports 34

Thursday February 20th 1845

Commences with moderate breezes from the N.W and E.ly and clear pleasant weather, Rec.d a quantity of fire wood on board, middle part light N.E breezes with occasional calms, at 9 A.M inspected the crew at quarters, Sent a number of men and Marines ashore on liberty also sent to Rattan, Ends with light variable airs and pleasant weather
Water made this 24 hours
Sick Reports 31

Harbour of Singapore

Friday February 21st 1845

Commences with light variable airs and clear pleasant weather, Sent 2 men of the 3 cutter and Dingy ashore on liberty, Middle part, rainy weather, Latter part light breezes from the N.E and E.S and rainy weather

Water made these 24 hours

Sick Report 34 men

Saturday February 22 1845

Commences with and during these 24 hours light breezes from the N.E and pleasant, at 8 am. hoisted the Union Jack colours at the main and Mizen and English colours at the fore At Meridiam fired a salute of 21 guns in honor of the day Sick Articles on board in the purser department

Water made these 24 hours

Sick Report 34 men

Sunday February 23d 1845

Commences with light airs from the N.E and cloudy with rain, at 8 P.M. fired rockets and burned blue lights in honour of the day, Middle part pleasant weather, at 3,30 am H.B.M. Brigd Cambrian and Brig Wolverine came in from sea and anchored, at 8 am. loosed sails, at 9 am inspected the crew at quarters, sent the crew of the 4th cutter and Sparrow ashore on liberty. Gave a supplementary visit to the Cambrian, at 9.30 called all hands to muster and read the Morning Service, Sent a number of the Ships boys ashore on liberty until sunset, Ends with light breezes from the N.E and E.S and pleasant weather

Water made these 24 hours

Sick Report 33 men

Harbour of Singapore

Monday February 20th 1845

Commences with light breezes from the N.E. & E.S.E. and cloudy with rain at intervals, Middle part with wind and weather the same, Sent a number of the crew on liberty, Ends with light variable airs and calms

Water made these 24 hours

Sick Reports

Tuesday February 25th 1845

Commences with light variable airs and cloudy weather with lightning at intervals, Rec'd on board 13.300 lbs of Ship Bread Middle part light airs from the N. and E. with occasional calms Rec'd a quantity of fire wood on board, Lifted the fore and main yards and passed the rigging, fitted new slings to the main yard, at 10.30 A.M. loosed sail, The Boatswain and his mates employed and overhauling and examining the rigging, Ends with pleasant weather

Sick Reports 31 men

Wednesday February 26th 184

Commences with light breezes from the N.E. & E. and cloudy with rain at intervals & variable Hove on board in the Pursers Departments at 3.P.M. Furled sails, Middle part light Northerly winds & cloudy with rain at 8 A.M. loosed sail at 9 A.M. inspected the crew at quarters, A tank of water came alongside. Ends with pleasant weather

Water made these 24 hours

Sick Reports 29 men

Harbour of Singapore

Thursday February 27th 1845

Commences with light breezes from the N.E and E.S and clear pleasant weather, at 1. P.M. Sloop of War "Wolf" came in and anchored, Ran, from Hong Kong" Boarded her, Sent from the tank alongside 1300 gallons of water, at 2. P.M. Hoisted sail & Sent various stores on board in the carpenters department, Wibent the Mizen topsail and sent it down for repairs, Middle part pleasant, The Sloop of War "Wolf" went to sea bent the Mizen topsail, The American Ship Erie of Boston and 4 Brigs with from Lime, last from Batavia" came in and anchored, Employed in stowing the mats and setting up rigging Sent a number of the crew on liberty, Ends pleasant

Water made these 24 hours.

Sick Report 28 men

Friday February 28th 1845

Commences with light variable airs and cloudy with rain at intervals, Rec.d articles on board in the Pursers department Middle part wind and weather the same, at 8 AM. loosed sail to dry, Sent a number of the crew ashore on Liberty for 24 hours Latter part light airs from the N.E and E.S.E and passing clouds.

Water made these 24 hours

Sick Report 33 men

Saturday March 1st 1845

Commences with light breezes from the N.E and E.S.E and pleasant weather, Rec.d stores on board in the Pursers department Middle hard weather pleasant, at 9 AM inspected the crew at quarters Sent a number of the crew ashore on Liberty At 11 AM. The Commander in chief of the East India Squadron (3 sail) visited us with his suite, on his leaving saluted him with 9 guns, Loosed sail to dry, Ends pleasantly

Water made these 24 hours

Sick Report 34 men

Harbour of Singapore

Sunday March 2nd 1845

Commences with moderate breezes from the N.E. and W.ly and pleasant, Discharged at their own request, John White (Sea) a Scotchman and Peter Hambro (Landsman) a German. Rec.d on board Mon in the Medical Department, Middle part cloudy, 8 h. 9. am. Inspected the crew at quarters, At 10 a.m. Mustered the crew. End pleasant

Water made these 24 hours

Sick Report 33 men

Monday March 3rd 1845

Commences with Moderate breezes from the S.W. and W.ly with passing clouds weather pleasant, Middle part Moderate breezes from the N.E. and W.ly and pleasant, A tank of water came alongside, watering ship from her, End with light variable airs

Water made these 24 hours

Sick Report 32. men

Tuesday March 4th 1845

Commences with Moderate breezes from the W.S.W. and cloudy with rain, hail and lightning. Rec.d on board in the forenoon of patients, Middle part light N.E. breezes and pleasant with rain at intervals, 8 h. 9 am inspected the crew at quarters, Sick Mon in the Medical Department at Muster Departed. Discharged at his own request Benj. Briggs (an Englishman) Seaman. Employed in stowing the Hold

Water made these 24 hours

Sick Report 34 Men

Harbour of Singapore

Wednesday March 5th 1845

Commences with fresh breezes from the North and cloudy with light rain at intervals. Discharged at his own request. John Stephens (Seaman) an Englishman. Rec'd various articles on board in the Medical Department. Middle part fresh breezes from the N. and W. and cloudy with light rain, at 8 am loosed sail at 9 am inspected the crew at quarters. Sailmaker employed in overhauling sail room. at 11.30 am furled sail, Ends with fresh breezes from the N. and W. and clear pleasant weather.

Water made these 24 hours

Sick Reports 31 men

Thursday March 6th 1845

Commences with moderate breezes from the N. and W. and pleasant weather, at 3. P.M. the Dutch war Steamer "Merapi" came in and anchored, last from "Batavia", boarded her. Middle part wind the same as the first, weather rainy and squally, at 8 am loosed sails to dry, at 11.30 furled sail. Employed stowing the hold. Ends with light airs & breezes and clear pleasant weather.

Water made these 24 hours

Sick Reports 30 men

Friday March 7th 1845

Commences with light breezes and cloudy with rain, sharp lightning and thunder at intervals. During the Middle and latter parts of these 24 hours light breezes from the N. & W. and cloudy weather with rain at intervals, at 8 am Rec'd on board fresh provisions for the crew, at 11 loosed sail to dry. Crew variously employed

Water made these 24 hours

Sick Reports 32 men

Harbour of Singapore
Saturday March 8th 1845

Commences with and throughout these 24 hours light breezes varying from the N^d to the N^e and W^d and cloudy with rain occasionally At 1 PM Sir Jose Almador the Portuguese Consul visited the Ship, and on his leaving saluted him with 9 Guns with the Portuguese Ensign at the fore, Rec^d on board in the Masters Department one Barometer. Discharged at his own request and for Misconduct, while one of the crew James Corbitt (Seaman) an Irishman, Employed taking on board water from a tank alongside, At 8 AM Rec^d a load of sand by the 2^d cutter, Sent the 4th Cutter to assist in towing the Dutch War Steamer "Merapi" closer in to the town, loosed sail, The Commander of the Dutch Steamer "Merapi" visited the Ship, Employed making preperation to go to sea

Water ~~making~~, made these 24 hours

Sick Reports 32 men

Sunday March 9th 1845

Commences with and during these 24 hours light airs varying from the W^d to the N^d & W^d and pleasant weather, with passing clouds At 3.30 PM furled sail. Painters employed painting the gig. Rec^d on board victuals in the Pursers Department. Assisted in the 2^d cutter Bent the Top Gallantsails and Royals. At 8 AM crossed the T Gallants yards, At 10 called all hands to muster and read the Morning Service to all hands. Employed in making preperation for going to sea Up to this date the following men who went on liberty have not returned viz Michael Jennings. John Williams 2^d George Anderson. (Seamen)

Water made these 24 hours

Sick Reports 30 men

Harbour of Singapore

Monday March 10th 1845

Commences with light airs from the S.E. and E.S.E. and clear pleasant weather. During the night pleasant winds from the S.W. and W.S.W. at daylight called all hands and hove in to 15 fathoms on the Larboard cable. Ships draught aft 22 feet 11 inches forward 21 feet 3 inches Hoisted in and secured the dingy Took on board 1130 Gallons fresh water, making preparation for sea

Note. During our stay in this port the following men were discharged at their own request by some neglect they were not mentioned by me on the day they were discharged viz John Robinson (Seamen) an Englishman and Peter Hennessy (Seamen) an Irishman, Latter part of this day, cloudy with rain, wind from the S.W. & E.S.E.

Water made these 24 hours

Sick Report 32 men

At Sea, Tuesday March 11th 45

Commences with light breezes and cloudy weather, and rain at intervals, at 4 A.M got underway and stood out by the wind under all plain sail, at 5 P.M Shotted the guns with one round shot, at 6 P.M. Singapore Island North point bore S.E. by E. 6 or 7 miles, Middle point lighting to the South. A sail in sight ahead, at 10.30 P.M Hove to with the head yards in 22 fathoms water at daylight called all hands and up helm and made all plain sail on the Larboard tack at 8 A.M Rocky Island bore N.E. by E. 6 or 7 miles, Pulo Pisang N.W. by W. Pulo Pisang

At Sea Wednesday March 12th 1845

Commences with and throughout this 24 hours fresh breezes and pleasant weather, at 1.30 P.M tacked Ship at 5.30 Passed the Island of Durian at 5.40 Bintang with Bore p compass S W by W ½ W Bintang Pk W ½ S and Pulo Panjang S W ½ W 10 Leagues Ship, at 2.30 Squally appearances with lightning to windward at 8 am Pumped Ship at 9 inspected the crew at quarters and exercised the 3d Division, Made and reduced sail as occasion required

Water made these 24 hours
Distance
Lat by Obs 1° 02' North
Long " Chro 105° 54 East
Sick Report 32 men.

Singapore March 13th 1845

Commences with and during this day, Moderate breezes and pleasant, at 1.30 P.M. squally appearances to windward, During these 24 hours, made and reduced sail as occasion required, at 2 pm obliged Making a New Main topsail at 3.30 Inspected the crew at quarters, at 4.30 tacked Ship at 4.30 am. tacked Ship, unbent the foresail for repairs and bent another, at 8 am Sounded in 32 fathoms water, Hard bottom, at 9 am Exercised at general quarters, at 9.40 tacked Ship at 10.30 tacked Ship. Boatswain employed overhauling and reeving rigging

Water made these 24 hours
Distance
Lat by Obs 1° 23' North
Long. Chro 106° 13' East
Sick Report 36 men

Sh Sea. Friday. March 14th 1845

Commences with and throughout these 24 hours light breeze and pleasant weather. At 5.30 P.M. Inspected the crew at quarters. At 6 P.M. "Campbell" island in sight bearing E by S dist about 25 miles. At 10 P.M. tacked ship, at 3.30 Sounded in 33 fathoms water, bottom blue sand and shells, at daylight a small island in sight on the lee bow at 5 am. Tumpox Ships, at 9 inspected the crew at quarters and Exercised the 4th Division, at 10.30 tacked Ship, at 11.30. Saw seven 3 pointers on the lee bow, [illegible] as occasion required, Crew variously employed

Water made these 24 hours

Lat by Obs 1° 12' North

Long. Obs 105° 31' East

Sick Report 3 Men

Saturday March 15th 1845

Commences with Moderate breezes and pleasant weather, and ends with moderate breezes and cloudy weather. Punkens the foresail and bent another. At 2. P.M. Came on the weather bow at 4 P.M. "Julian" Island in sight, bearing bearing SSE at 6 P.M. tacked Ship, at 5.30 P.M. went to quarters as usual, at 8 made another Island in sight, on the lee quarter, bore S by E & E. another on the weather quarter supposed to be Campbells bore NE 3/4 E. at 9 tacked Ship at 10 tacked and at Midnight by tacked at 2 am. tacked at 4 a.m. light showers of rain at daylight made three small islands viz Saddle Island on the weather bow Campbells & St Julian on the lee at 9 went to quarters Exercised the 5th Division at 10 a group of islands seen on lee bow tacked Ship, Made and reduced sail as occasion required

Water made these 24 hours

Distance

Lat by Obs 1° 19' North

Long. Obs: 105° 00' East

Sick Report 3 Men

At Sea, Sunday 8 mo 11th 1844

Commences with fresh breezes and pleasant weather, Sailed Ship several times during these 24 hours, at 5.30 P.M. Campbell's Saddle Island in a line with each other bearing S. compass S 10½ W Pooshu Island S.E.½S. unbent the fit and bent another, at 10 P.M Saddle Island to leeward, at midnight it bore S¾W, at 4.30 am several small islands on the lee bow, at 7.40 Pumped Ship, at 9 inspected the crew at quarters, At Performed divine service, Discovered Gap Rock 2 points on the lee bow

Water made these 24 hours

Distance

Lat by Obs 1° 20' North

Long by Obs 107.3' East

Monday March 1st 1845

Commences with moderate breezes and pleasant weather At 5.30 P.M Inspected the crew at quarters, Sambalang Peak bore SW by W, Sailed several times during these 24 hours, At 4.30 Sounded in 28 fathoms water Muddy bottom, At daylight made two hills one on the weather bow the other on the lee bow, at 9 am inspected the crew at quarters, Exercised the 1st Division, at Meridian a Proa supposed to be at the mouth of Sambas River bore E.S.E. and Pulo Lamock atan River bore E.~~S.~~ S ¾ E made and reduced sail as occasion required

Water made these 24 hours

Lat 1° 0 2' North

Long Obs 108. 41 East

Sick Report 30 Men

[illegible] Island

Sunday March 19th 1848

Commences with moderate breeze and pleasant weather
at 1 P.M. Sailed Ship and stood in to the Island of Borneo & 2 P.M.
took in Boat and Pilot &c. at 4 came in to light colored water in
5 fathoms sail, sounding 13 fathoms, no change with blue muddy bottom
and sand occasionally, at 4 Soundings at 15 fathoms muddy, Discovered
a Chinese Junk at anchor 2 points on the weather bow, tacked several
times during the afternoon, at 5.30 Shortened Sail, at 5.40 clewed up and
and came too with the Starboard Anchor in 15 fathoms water, veered to 30 fathoms
chain, furled sail, The nearest land bore E by N, Middle part light,
Lat [illegible] and cloudy with rain at intervals, at daylight up anchor and
under necessary sail stood along the coast of Borneo for the mouth of
Sambas River, saw inside in sight to windward, at 9 AM came to
muddy water, Sounding at 15 fathoms, at 9 AM. Inspected the crew at
quarters and exercised the 2d Division, at 1020 hove too on the Starboard
tack. Pumped Ship, Being in 5¾ fathoms water Shortened sail, at 11.40
clewed up and came to with the Kedge in 5 fathoms water, muddy bottom
veered to 25 fathoms chain, [illegible] saw inside in sight,
Latter part light breeze from the N.E and pleasant

Date made this 24 hours

Lat by Obs 1°20' North

Long [illegible] 109° 10' E

Dist [illegible] 70 miles

Mouth of Sambas River, Borneo Island
Wednesday March 19th 1845

Commences with moderate breezes from the N.W and pleasant weather Sent the Master in the 4th Cutter to examine the coast in the vicinity of Sambas River, at 1.30 got underway and stood to the South Shore, at 3.20 discovered the entrance to the river and anchored in 7½ fathoms water (Larboard Anchor) veered to 25 fathoms in all, The entrance of the river bearing SE by E distant 5 miles Northern Pt land in sight N NE ½ E. Southern Pt S W by W ½ W, Employed sail, at 4 P.M. The Master returned on board, Middle part moderate breezes from N.W and W.N.W and Squalls with rain at intervals, Hoisted out the first cutter to have the fore topsail fit for repairs, Sent the 1st Cutter and Gig in charge of Lieut. Wm C Chaplin and the following officers under his command Lieut of Marines J. W Curtis Actg Master S. B. Strain Midshipman C. Terrett, Assh Surgeon M. Duvall, Naturalist J. C Reinhardt with 22 Seamen and 3 Marines up the river Sambas to a settlement (more to the South) of the same name, under order from Captain J. Percival of the Nation of Borneo as a set of treacherous savages we were compelled to arm the boats engaged in the expedition in case they should be attacked, Employed the 1st for Repairs and sent another Crew various employed, Latter part moderate breezes from the N.W & W.N.W and clear pleasant weather

Water made these 24 hours
Sick Report 27 men

Thursday March 20th 1845

Commences with moderate breezes from the N.W and W.N.W with cool pleasant weather, calm appearances on the land, The boats mentioned in yesterday's remarks went up the river, A Malay boat came up the coast and ran into the river, During the evening, weather very rainy and disagreeable accompanied with thunder and vivid lightning, Forenoon sultry weather the Thermometer standing 84° in the

Water made these 24 hours
Sick Report

Mouth of Sambas River, Borneo Island

Friday March 21st 1845

Commences with and during these 24 hours light sea and land breezes and pleasant weather. Sailmakers employed in repairing Jib and Spanker. Discovered the Boats sent up the river on the 19th under the command of Lieut Chaplin, making the best of their way down for the Ship. Armed and sent the 3rd cutter up Sambas River to the Chinese town under the charge of Lieut G. H. Goode, the following Officers accompanied him, viz Lieut J. B. Hale, Surgeon G. F. McNeal Professor of Mathematics E. Eastabrook, and Midshipman J. Lewis at 4 P.M. all returned all well and highly pleased with their trip having met with no accidents worthy of note. The country is represented by them as being a beautiful one, and they were much pleased with hospitalities they had received from the natives and settlers residing in the town of Sambas or the Chinese town, on the arrival of the boats in Sambas the Officers and crew were kindly received and had apartments furnished to them by the Governor who appears by the flattering encomiums heaped upon him to be (to use the words of another) "A fine Old Dutch Gentleman all of the olden time"

Water made these 24 hours

Sick Reports

Saturday March 22d 1845

Commences with and throughout these 24 hours light breezes and pleasant weather. At daylight hoisted in the 1st cutter, at 8.30 called all hands up to muster, got under way and stood down the coast of Borneo Island to the Nth at 9.40 the mouth of Sambas river was per Compass S.E. by E. distant about 10 miles, The following are the proceedings of the expedition (Kept by Midshipman G. Ferrel) up Sambas river "Boats 19th at 9.30 AM. The expedition under the command of Lieut Chaplin left the Ship and pulled in the Sambas river at 11 entered the river found two guard boats at anchor, boarded one of them (No 3) and demanded to obtain a Pilot but were unsuccessful, both obtained information respecting the course of the river, a few minutes after leaving the two

Coast of Borneo March 22 1845

"she despatched a boat well manned which pulled ahead of us as a Pilot
"The stretch of the river is about 2 miles N.E. March 20 Weather pleasant
"at 30m P.M. saw a larger Proa under sail standing down the river, took on Pilot
"boat in tow, lashed our two boats together and made sail up the river
"Second Stretch 12 miles E½N. 1¼ Mile wide Soundings from 12 to 4 fathoms
"Third Stretch NE½E 8 miles at 2 P.M. Passed a Proa full manned but
"apparently unarmed, at 3 heavy showers of rain with lightning and thunder
"Fourth Stretch North 8 miles, at 6 P.M entered a small branch of the river
"and recruited the boats crew, at 8 anchored in the main Stream in 3 fathoms
"at 9 weighed and made sail again, at Mid. entered the right branch
"previous to getting underway a Malay boat came alongside and made
"inquiries regarding the expedition, Slack water at Mid at 1, passed a Chinese
"Junk at anchor, at 3.10 arrived off the town of Sambas, anchored, at
"daylight Lieut. Chaplin waited on the Dutch Governor, at 6 a.m. landed the men.
"Sent[d] off Ice &c, through the kindness of the Governor we obtained a shelter
"for our men, March 21 Very rainy Wind SE at 4 P.M. left Sambas and
"started down the river on our return to the Ship. Passed several boats
"in the river, at Midnight entered the main stream got a grouns on
"the left hand side of the river, after some delay got off unmoored at 4 a.m.
"flood tide, anchored at 6 under way again and proceeded to the Ship
"All Well Water made these 24 hours

Sick Report

At Sea, Sunday March 23d

Fresh winds with moderate breezes and pleasant weather, at 4 P.M.
Sounded in 15 fathoms water, Borneo in Sight, at Eastward at 5.30
Inspected the crew at quarters, at 5.50 clewed up all sail and came to
with the Kedge in 14 fathoms water, veered to 45 fathoms hawser, furled
sail, Middle part light airs and pleasant weather, at 4 the cutter the
Kedge and made all plain sail on the Starboard tack by the wind standing
along the Shores of Borneo to the N.E. & E. at Pt Pierre Island bore N.W. 4 M. a small
sail in sight to the N.W., at 9.30 inspected the crew at quarters, mark 1
muster and read the morning Services, the North Point of Borneo on the Starboard

Sam, and Hoyt and bore away & ran St Pierre NW by W pleasant
winds and moderate sail as was required

Lat. made this 24 hours

Lab by Obs

Long. by Obs

Sick Reports 24 Men

Distance

At Sea Monday March 24th

Commences with light breezes and clear pleasant weather,
at 4 saw low land on the weather bow, at 6.30 inspected the crew
at quarters, at 6 St Pierre island bore SSW ¼ W Hoyt NE ½ E
at 7.45 Anchored with the kedge in 20 fathoms water, veered to 45
fathoms cable, found bottom, St Pierre S ½ W from 1 to 2 miles
furled sail, found a part weather clear and pleasant at 4.20 AM
hove up & made sail & the wind on the larboard tack, Jacket and
wore ship several times, at 9 AM. Inspected the crew at quarters
Exercised the 1st Division, at Meridian Hoyt NE ½ E
and St. Pierre S by E One, pleasant, Made and Shortened sail as was
necessary

Lat. made this 24 hours

Lab by Obs

Long. by Obs

Distance

Sick 24 Men

Tuesday, March 25th 1845

Commences with light breezes and pleasant weather at 4 South
Head of bore E ¼ S West island N ¼ E Middle part light breezes and pleasant weather
Jacket ship several times, at 4 saw land right ahead West island, at 4.20
discovered west island on the weather bow, at daylight land ahead
west head on the lee bow, at 9 before all hands piped to Divine Service (C.S.)
with the Ships Company at Quarters, at 9.30 [illegible] the crew
for fighting, Inspected the crew at quarters, Exercised the 2d Division

At Sea Wednesday March 26th 1845

Commences with light winds and pleasant weather, Tacked ship very often to day, at 5.30 Inspected the crew at quarters, Made a small sail shot under the land "West" island in sight, Middle part, fine and weather, at daylight, "Pulo Tiga" and "Great Natuna" islands in sight, the former on the weather quarter, the latter on the lee bow, at 9 AM Inspected the crew at quarters, at Meridian the East points of Great Natuna bore N 3/4 W and Tiga island S 3/4 E Made and reduced sail as requisite

Water made these 24 hours
Lat by Obs
Long Chro
Distance
Sick Report, 19 Men

At Sea March 27th 1845

During these 24 hours light, breezes and hot sultry weather with ~~flaws~~ passing clouds, Made and reduced sail as occasion required, Found a current setting from the N E & the S and W made several small islands on the lee bow saw two light vessels in sight, on the lee beam, the land on the sea coast of Borneo here is low, but rises gradually towards the interior until on the Peaks are lost in the clouds, Ship under Royals and [illegible]

Water made these 24 hours
Lat by L.A. 1[illegible]° 2' N
Long Chro: 109° 12' E
Distance
Sick [illegible]

At Sea Sundays Nov. 28 1845

During these 24 hours light winds with foggy clouds and hot sultry weather, a small sail in sight in the Forenoon made and reduced sail as occasion required, at sunset and 4 A.M. inspected the crew at quarters. Sundry Ships, Tailmakers employed in making a new main topsail, The Boatswain employed in sewing new nettings, rigging, scraped and varnished the spare topmasts, Civil under Royals and Flying Jib.

Water made these 24 hours
Lat by Obs 3° 30' North
Long " Chron 110° 31 East
Distance
Sick Report 18 men

At Sea Saturday March 29th 45

During these 24 hours moderate breezes and sultry weather made and reduced sail as occasion required, At Sunset and 4 A.M. inspected the crew at quarters. Land in sight to the S.E. & E. at 11 reduced sail to a squall of wind and rain, Soundings in 21 fathoms water sandy bottom, In covered a current setting to the S.E. 110° at the rate of 1 mile per hour Ends cloudy with squalls & showers. Shifted part under all Plain sail, Latter part double reefed topsails.

Water made these 24 hours
Lat by Obs 4.30 North
Long " Chron 110.31 East
Distance
Sick Report 18 men

At Sea. Sunday March 31st 45

During these 24 hours first part Made all Sail
and steered E. with fair light airs and clear settled weather
At Sunset and 8 P.M. inspected the crew at quarters, Made
and reduced sail as occasion required, Sounded in 50 fathoms
with Muddy bottom, At 11 A.M. called all hands to muster and
read the morning Service, Ship under all plain sail, Pumped
ship out,

Water made these 24 hours
Lat by Obs 4° 43' N
Long. Chro 111° 18' East
Distance
Sick Report 19 men

Monday March 31st 1845

During these 24 hours moderate breezes and pleasant
weather the first part, latter part cloudy with rain, Made
and reduced sail as occasion required, at Sunset and 8 P.M.
inspected the crew at quarters, Land in sight under our lee
bow, Ship makes water, Employed making a new main
topsail, Sounded in 40 fathoms water muddy bottom,
the appearance of the water here was a dark green, Ship under
all plain sail,

Water made these 24 hours
Lat by D.R. 4° 23' N.
Long. Chro 112° 17' E.
Sick Report 19 men

At S. L. Sunday April 1st 1845

During these 24 hours, moderate [illegible] weather with rain, Made and reduced sail as occasion required, At sunset and 9 AM. inspected the [illegible] exercised the first and second cutters at small arms and firing at a target, At 8 P.M. came to with the bower at daylight got underway and made all plain sail, Soundings in 40 fathoms water Muddy Bottom, [illegible] Ship under all plain sails Pumped ship [illegible]

Water made these 24 hours
Lat by Obs 4°. 15' N.
Lon " Chro 112° 07 E
D. to —
Sick [illegible]

Wednesday April 2nd 1845

During these 24 hours light squalls of wind and rain at intervals. Made and reduced sail as occasion required. At sunset and 9 AM. inspected the [illegible] quarters. At 9 [illegible] the 3rd cutter at [illegible], sounded in 35 fathoms water muddy bottom, At 8 P.M. came to with the bower in 35 fathoms at daylight, made sail [illegible], [illegible] current of ½ knot per hour, setting to the S.E. and W. Sailmaker employed in making a new main topsail, During these 24 hours ship under all plain sail [illegible]

Water made these 24 hours
Lat by Obs 4°. 14' N
Lon by Chro 112. 2' E
Distance
Sick [illegible]

At Sea. Thursday April 3rd 1845

During these 24 hours Moderate breezes, with clear sultry weather, made and reduced sail as occasion required, at 9 AM inspected the crew at quarters and exercised the 1st and 3d cutters firing at a targent, Sounded in 40 fathoms water, found bottom at 3 anchored in 38 fathoms water, at 6 hove up the bridge and made sail to royals and flying jib, pumped Ship and

Water made these 24 hours

Lat by Obs 4°.25' N

Long " Chro. 112.49 E.

Distance

Sick Report 18 Men

Friday April 4th 1845

During these 24 hours light airs and cloudy with rain, thunder and lightening, Made and reduced sail as occasion required, at Sunset, and 9 AM inspected the crew at quarters sounding every hours in 40 fathoms water, Bottom Soft Mudd Exercised the Marines at firing at a target, suspended from the yard arm, During these 24 hours Ship under all plain sail The appearance of water here is a dark green

Water made these 24 hours

Lat by Obs 4°.10' North

Long " Chro. 113°.21' E

Distance

Sick Report 19 Men

Saturday April 5th 1845

During these 24 hours light airs and cloudy with rain Made and reduced sail as occasion required, at sunset and 9 AM inspected the crew at quarters, Land in sight on the Starboard bow, sounded in 40 fathoms water, muddy bottom, at 10 PM hove to at 5 AM filled and made again, Observed [illegible] to the S.W. Land in sight to the S.E.

[illegible]

Water made these 24 hours

At Sea. Sunday April 6th 1845

During these 24 hours moderate breeze and clear pleasant weather, Made and reduced sail as occasion required, at sunset and A.M. indicated the coast of Borneo, from [illegible] during the day with a fine sea breeze, at 4 P.M. came suddenly into 17 fathom water, 12 fathom water, sandy bottom, water blue, blowed up and came to anchor with the kedge, at daylight got under way, standing for the land, sounding in 10 fathom water, sandy bottom, at 11 A.M. anchored in 5 fathom water, muddy bottom, furled sails & took in boats, Latter part light airs & calms,

Water made these 24 hours
Lat by D.R. 5° 05' N
Long " Chro' 114° 39' E.
Distance
Sick Report

Monday April 7th 1845

During these 24 hours moderate breeze and clear pleasant weather, Made and reduced sail as occasion required, Discovered a Brig lying in the river, hoisted Colours & topmast and topgallant studding sails, standing in for the mouth of Borneo river, sounding in 12 fathom water, muddy bottom, at 4.40 wore round up and came to with the starboard anchor in 5 fathom water, muddy bottom, furled sails & took in the following bearings viz Isle at 4 N, Southernmost of 3 at Roosocan N by W 3/4 W, Each points of Morar S W 3/4, sent a boat to board the brig, she proved to be an English trading brig from Singapore (arrival) Sounded in toward the land with the boats, This harbour or rather bay of Borneo lays open to the N & W, We came between a small island and the Great Roosocan isle, the small isle is a fine tree isle and lays about S W from the Great Roosocan and the harbour is very easily entered but we found no difficulty in getting in by way between the island and the great Roosocan and steering for the high land on the east side of the bay The bay is about 30 miles in length from the mouth of the river.

Off Borneo Tuesday April 8th 45

Got out the 1st Cutter and sent her up to the city of Borneo, also the Gig and 3 Cutter, at 10 A.M got underway and stood nearer into the land, Anchored in 6 fathoms water muddy bottom, took the following bearings 86° pt of Moara isle SW 3/4 S Rec isle W 3/4 N and the southern extremity of the Great Roosoocan NW by W 3/4 W (per compass)

Wednesday April 9th 1845

The expedition returned all well, after leaving the Ships they proceeded up the river to the city of Borneo, were kindly received by the Sultan who saluted the company with 7 guns, the land on both sides of the river is high and beautiful, the scenery is of a rich and picturesque kind, all the hills are covered with verdure and the mountain breezes are loaded with perfumes, the river is about a half mile wide at the city, at every bend of the river a battery is planted so as to sweep the boats ascending the city, these batteries are concealed by the high grass, the guns are mostly of brass they are not mounted but lay on the ground and are sighted for one particular place in the River, The City of Borneo is one of the most singular in the world it is built in the middle of the river, the streets are laid off regular and parallel to the shore, the main street, is formed by the channel of the river it is always filled with boats, it was singular to see every one in boats even children 4 or 5 years old in a canoe about the size of a bread tray, sometimes they would capsize but even as young as they were they would swim like so many ducks, there is only one house on Shore, the city contains 10. or 15000 inhabitants, at the corner of every street there is a man stationed with a gong or drum to call all hands to arms, The sultan protects pirates and I have but little doubt send them out himself. The inhabitants are Malays, the young ladies are very modest several of them ventured out to see the Americans as naked as the palm of my hand, it was enough to make one's mouth

rotan. The natives are the Dieks, a dark swarthy and savage race of whom nothing is known further than their cruelty, they are at constant war with the Malays who inhabit the coast,

The religion of the Malays are Mahometan, their government despotic, the religion of the Dieks or Seackes is unknown, one of their customs or laws is that no man is entitled to a wife until he has killed an enemy,

Near Borneo are extensive mines of coal the right to work them has been purchased by the English,

The principal exports is pepper, Iron is said to be an article of trade

The island of Borneo is said to be the largest known one in the world (except Australia) and has immense resources it is very fertile, contains only three millions of inhabitants and is 4 times as extensive as Great Britain, there are many high Mountains and long rivers in the isle,

Off Borneo Tuesday April 8th 1845

Thursday April 10th 1845

During these 24 hours Moderate breezes with passing clouds and squally appearances. The Capt and Lieut took boat to visit the mouth of Borneo River. Secured the boats for sea made preparations for going to sea. During the night observed much thunder and lightning over the land, at daylights got underway and stood towards the Laboun isles. At 7.30 sent the naturalist & Mr Reinhardt to examine the geological condition of the island, Hove to, Opened the spirit room to air crew variously employed.

Water made these 24 hours
Sick Report, 21 men
Lat by Obs 5° 47' N
Long. thro 115° 07' E
Distance 29 miles

At Sea, Friday April 11th 1845

During the 24 hours moderate breezes and pleasant weather for these latitudes, Despatched the 3d cutter to look out for the 4th cutter, at 4 P.M the cutters returned united them with and made all plain sail on the wind, during the rest of the day employed trying to get clear of the numerous shoals which are near and round the Borneo Bay and not laid down on any charts, At 8 having suddenly shoaled our water came to with the hand, sent boats and sounded around the ship, During the remainder of the day feeling our way out of the bay

Water made these 24 hours
Distance 29 Miles
Lat by Obs 5° 47' N
Long. thro 115° 07' E
Sick Report 20 men

At Sea Saturday April 12th 1845

During the day sounding in 17. 18 fathoms water, at 4 came suddenly into 7 fathoms water coral bottom visible from deck. During the night sounding with 16 & 20 fathoms line coral bottom tacked Ship. At 4.40 AM came suddenly in 11 fathoms water hauled up the courses and braced aback, drifted into 4½ fathoms let go the hedge, the northmost land in sight E¼N. Laboan isle SE by E¼E 1 cast boats out to sound found shoal water all around and to leeward of us, the boats returned weighed the hedge found one of the flues gone about a foot from the crown, this accounts for our drifting

Water made these 24 hours.
Distance 5 miles
Lat by Obs 5°43'
Long. Obs 115° 10' E
Sick Report 17 men

Sunday April 13th 1845

Sick in a ticklish position almost entirely surrounded by shoals some of them marked down in any chart, and on a wild and savage coast where shipwreck would either be death or slavery. Ship under all plain sail standing to the S.W. getting clear of one reef and running on to another, at 10 called all hands to muster, and read the morning service, The ship company is now in fine health and good spirits for this climate

Water made these 24 hours
Distance 14 miles
Lat by Obs 5°30' N
Long. Obs 115° 05' E
Sick Report 18 men

At Sea, Monday April 11th 1846

During this day fair and pleasant, Ship under all plain sail, standing along the coast of Borneo the same way we came. Saw isle in sight, bearing E by S 4 S. at 9 answered. at 6 got underway, steering W in the day in 15 to 20 fathoms water coral bottom I have noticed that the deep water is mostly on the Muddy bottom when we had 35 fathoms we had Muddy bottom from 20 to 2 fathoms coral bottom, the difference can be easily told by the color of the water the mud bottom having a sort of Muddy green color, the coral being a mixture of blue and green.

Water made these 24 hours
Distance 27 miles
Lat. Obs 5.07' N
Long Chro 114.44' E
Sick Report 17 men

Tuesday April 18th 1846

During these 24 hours Moderate breezes and pleasant weather, Shoaling our water, at 6 came into 6 fathoms water, bare abaca, Sent a boat ahead to sound reported 5, 4 & 3½ fathoms let go the Kedge and furled sails, at 9 am got underway ran on a coral reef. Ship struck three times passed over it, at 12 in 17 fath water and gradually deepening our water, none of the shoals we discovered are laid down on the charts, all of them lie in a line about 15 or 20 miles from the coast both in shore and out is deep water,

Water made these 24 hours
Distance 13 miles
Lat by Obs 5.08' N
Long Chro 114° 39' E
Sick Report

At Sea, Wednesday, July 16th 1845

During the 24 hours moderate breezes and cloudy, passed Pulo Sapie, pass a reef of coral sounding in 22 fathoms water muddy bottom at 8 P.M. came to anchor, at daylight got underway & ran suddenly into shoal water, came to with the bower, furled sails and sent the boats out to sound & found an entrance in shore.

During the remainder of the day hot and unpleasant,

Water made these 24 hours
Distance 16 miles
Lat by Obs 4.59' N.
Long. Chro 114°27' E
Sick Reports 18 men

Thursday June 17th 1845.

During the day light airs and calms, Sounding in 17 fathoms water Muddy bottom, kept a boat ahead sounding at 11 the boat made signals 15 fathoms backed the main top sail, the man soundings in sight, bearing E by E, filled away all sail made sail & the boat & weighed, at came to with the ledge in 16 fathoms waters Muddy bottom, furled sails, at 1 got underway sounding in 17 fathoms water. at 11.40 came to with the Ledge & sent the boats out to sound, a current setting to the N.E by E.

Water made these 24 hours
Distance 16 miles
Lat by Obs 4.45' N
Long. Chro 114.18 E
Sick Reports 17 men

At Sea, Friday, April 18th 1845

During this day light airs and pleasant weather. the high land of Borneo in sight to the S.E. saw a great deal of drift, some large logs. Log banks visable on each beam, a high land near Sanjong Baram in sight above the low clouds presented a beautiful appearance, Sounding in 32 fathoms water muddy bottom, water a dark bottle green

Water made these 24 hours
Distance 16 miles
Lat by Obs 4.59' N
Long. Obs. 114.09' E
Sick Report 18 men.

Saturday April 19th 1845

During these 24 hours, 1st part light enough to make the log off a bags monkey, at 2 weighed the Hedge, sent a boat out to sound a fair wind studding sails set, made signal for the boat to return, sounded every half hour no bottom with 40 fathom line, Carried on light, viz. and cloudy weather, Sounded in 32 fathoms water, Muddy bottom blue water, at 6 P.M. Sanjong Baram bore pr compass S by W ½ W. distant 15 miles. Shifted under all studding sails, Reefed a new fore sail

Water made these 24 hours
Distance 59
Lat by Obs 4.46 N
Long. Obs 113.27' E
Sick Report 20 men

At Sea. Sunday April 20th 1845

Evening this day hot and unpleasant. This under Royals and Staying Sail, at 10 called all hands to muster and performed divine service, at sunset and at 8 P.M. indicated the crew a gunshot, out of sight of land a strong current one mile per hour setting to the N.E. Sounding in 52 fathoms water soft blue mud. The N.E. Monsoons still blowing, and the Lord only knows when it will change for it is not now as it was two weeks since.

Water made these 24 hours
Distance 14 miles
Lat by Obs 4° 42' N
Long. Chro 113° 19' E
Sick Report

Monday April 21st 1845

Evening this day hot as hell, or at least as hot as hell ought to be. Kept a boat out sounding shoals every five miles. Shoaling on water very rapidly. Sometimes from 50 to 10 fathoms in 5 or 10 minutes ticklish work, requiring great care and vigilance to keep clear. So far we have had only one sunk. This is worse such as it is usually termed by sailors, but more to this day good management, we have so far found our charts of this isle but little account.

Water made these 24 hours
Distance 58 miles
Lat by Obs 4° 42' N.
Lat " Chro none
Sick Report 23 men

At Sea, Tuesday April 22nd 1845

During this day hoh as usual, Sky clear, water blue, bottom 45 fathoms blue mud, discovered a shoal a few hundred yards ahead, tacked ship, sent a boat out to sound found 12 fathoms, hove the look-outs at the mast heads for not keeping a look out, kept a boat out sounding all night, at daylight hoisted in up made and reduced sail as occasion required

Water made these 24 hours
Distance 44
Lat by Obs 4° 53' N
Long by Chron 112° 08' E
Sick Report 24 men

Tuesday April 23rd 1845

During the day light breezes and cloudy with rain sounding in 53 fathoms water muddy bottom. Ship under lower studding sail, crew variously employed

Water made these 24 hours
Distance 21 miles
Lat 4° 42' Long by Chron 111° 39' E
Sick Report 24

Thursday April 24th 1845

During this day moderate breezes and cloudy with occasional showers of rain making it quite pleasant, Ship under lower studding sails nearly all day, made the best day work we have done for a long time, a large school of young dolphins following the ship all day, made and reduced sail as occasion required

Water made these 24 hours
Distance [illegible] miles
Lat by Obs 5° 28' N
Long by Chron 110° 19' E
Sick [illegible]

At Sea Friday April 25th 1845

During this day moderate breezes and pleasant weather, Shipt under Cloyals & flying Jib, Made and reduced sail as occasion required, Sky clear blue with fleecy looking clouds, Sounding still 65 fathoms line w. bottom water blue, a current setting to the S.W. and Sandy with frequent showers of rain, and a shorten sail of wind

Water made these 24 hours
Distance 92 miles
Lat by Obs 6.50 N.
Long. by Chro. 109.52 E
Sick Report 22 men

Saturday April 26. 1845

During this day fresh N.E. trades with heavy squalls of wind and rain Ship under topgallt sail and jib, At 10 P.M. struck by a heavy squall of wind and rain, Shortned sail to topsails, the jib blew out of the bolt rope, in furling topgallt sail John Thompson, Seaman on board fell overboard and lowered a boat but, unfortunately could not recover him, he having sunk as soon as he struck the water, Killed an Ray

Water made these 24 hours
Distance 97 miles
Lat Obs 8.° 24' N
Long Chro 108.° 55' E
Sick Report 22 men

Sunday April 27. 1845

During this day moderate breze breezes from the N.E. with squalls of wind and rain from the S.W. & E made and reduced sail as occasion required, Sounded several times 65 fathoms Blk sand, moved to prayers and read the morning service and mustered the crew at quarters, Sky black and cloudy looks like it was going to snow feels like melting one it is so hot

Water made these 24 hours

Lat by obs 8.° 48' N. Long Chro 109.° 03' E Distance 38 Miles Sick Report 19

At Sea Monday April 28th 1845

[illegible] this day moderate breezes and pleasant weather [illegible] Sent a boat out to examine [illegible] water for [illegible] of squid, Sounded in 45 fathoms [illegible] had [illegible] and shortned sail as occasion required, hoisted [illegible] At 2 P.M. crosed a line of green water sounded with 55 fathoms no bottom. Saw a large brig to windward, the N.E. Monsoons hang in a long time

Water made three 24 hours
Distance 29 Miles
Lat 9° 14' N
Long 6hr 109° 4' E
Sick Reported 16 men

Tuesday April 29, 1845

[illegible] with moderate N.E. winds, Ends with calm a great deal of pea weed drifting around the ship also a few dolphin in sight and a few porpoises playing near the ship, At noon vessel in sight to the N. Sold the personal effects of the unfortunate [illegible] who was lost over board off the fore topgallant yard a few nights since, Spliced the main brace to the health of our daughter it being her birth day

Water made three 24 hours
Distance 41 Miles
Lat 9° 29' N
Long 109° 26
Sick report 16 men

At Sea Wednesday April 30th 1845

During this day 1st part light airs and hot weather, [illegible] [illegible] at noon [illegible] 43 hours we have had airs from the Sth and probably may not have a change of wind, this ship has been rather dull and sparing sailing, and also a rain the Lagoon is always very clear, saw one sea bird this afternoon a large black [illegible] A few sparrows were seen on board the other day [illegible] Ship under studding sails, made and shortened sail as occasion required

Lat [illegible]
Long 41 miles
Lat 10.03 N
Lon 109° 24' E
Dist [illegible] 21 miles

At Sea. Thursday May 1. 1845

During this day light airs, and hot weather, Ship under topmast and topgallant studding sails, made and shortened sail as occasion required, [illegible] the [illegible] and squally [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] would not hold of a nice piece of pork which was offered to his shareship during the day we had a few light showers of rain and quite a pretty rainbow in the afternoon, the health of the Ships company is improving very fast, and it is only those who have had very severe attacks of dysentery that are now on the list

Water make these 24 hours
Distance 35 miles
Lat pr obs 10° 23' N
Long " Obs 109° 34' E
Dist [illegible] 23 miles

At Sea, Friday, May 2nd 1845

During this day light airs and calms, and hot weather, Ship under all plain sail & Studding Made and shortned sail as occasion required, The clouds & water during this day was covered with very fine sea weed, At daylight discovered the high land of Cochin China, A Chinese Junk and a Bark in sight, to the N.E., which land in sight to the N.W.

Water made these 24 hours
Distance 61 miles
Latt by Obs 2° 47' North
Long " Chro 109. 27. E
Sick reports 21 men

At Sea Saturday May 3rd 1845

During this day light airs and hot unpleasant weather Ship under all plain sail on the wind, Made and reefed sail as occasion required; A strong currents running to the S.W. A large quantity of sea weed & Cocoa nuts floating past the Ship, Some sail in sights astern, Most North land in sights at sunset bore N 3/4 E

Water made these 24 hours
Distance 51 Miles
Latt by Obs 10° 56' N
Long " Chro 109° 24 E
Sick Reports 22 men

At Sea Sunday May 4th 1845

Moving this day light airs and hot unpleasant weather & Ships southerly currents or in other words a current setting to the S.E. and of course making southing, Mustered the crew and called on the Lord to assist us, with a good stiff breeze so that we may make more than two miles pr day, Several sail in sights

Water made these 24 hours
Distance 34 Miles
Latt by Obs 10° 58' N. Long Chro 109° 34'. Sick Reports 22

At Sea Thursday May 4th 1848

During this day moderate breezes and pleasant, Finds and reefed sail as occasion required, at meridian SW^t and 6^th wind set in to day with appearance of continuing cloudy, the Barometer has been a little unsteady for the last few day, observed lightning over the land and dark heavy clouds, saw several fish supposed to be dolphin, Ship under lower studding sails.

Water made this 24 hours
Distance 64 miles
Long by Obs 11° 42' N
Long " Chron 109° 48 E
Sick Report 23 men

At Sea Friday May 5th 1848

During this day moderate breezes and fair weather, during the day a sight sense of sin, Ship under studdy sails, several small sail in sights, Land in sights a beam and on the bow and quarter, Several land birds seen around and about the ship, saw a large school of fish

Water made this 24 hours
Distance 156 miles
Lat by Obs 14° 5' N
Long " Chron 109° 48' E
Sick Report 16 men

At Sea Saturday May 6 1848

During this day had southerly wind and pleasant weather Several sunks or Proa in sights, Ship under Starboard studding sails High and [illegible] land in sights to the W^t, Sky covered with fleecy clouds, [illegible] getting on to the S^th, at sunset, mustered and inspected the men at quarters, Sick list growing big

Water made this 24 hours
Distance 148 miles
Lat by Obs 16° 08' N Long by Chron 108° 52 E Sick Report 15 men

At Sea, Thursday May 8th 1845

During this day a strong current setting to the S.E. and Lot unpleasant weather with a clear sky. At 9 came to with the Sledge in 20 fathoms water soft blue mud, At 1 got underway, Several small fishing boats in sight, Land in sight abeam to the W.ward, Employed during the latter part of the day in beating up to windward but going to leeward

Water made these 24 hours
Distance
Lat by Obs 16° 5' N
Long. bhro 158° E
Sick Report

At Sea May 9th 1845

During this day Lot and unpleasant with squalls of rain off the land, At 6 anchored in 16 fathoms water blue mud, Cape Turon bearing S by W distant 3 miles, At daylight got underway, Made all sail on the wind but went 10 miles to leeward in the course of the day, which was very distressing as all hands were hard up for Grub

Water made these 24 hours
Distance
Lat by Obs 16° 16' N
Long. bhro 108° 32 E
Sick Report 19 men

Off Cape Turon May 10th 1845

Hot as blazes Boarded two Junks, saw many standing in shoreward and out seaward several times during the day a strong current setting to the S.E. Employed in working in Turon bay. Manned and armed the two boats to visit the city of Turon, on entering the bay the fort hoisted a black flag, as soon as the ship rounded the point they hauled down the black and hoisted the three bar-lin[illegible] blue flag. Water made the 24 hours Sick

Simon Bay

Sunday May 11th 1845

During this day light airs and calms [illegible] in the high mountains of Cape Saron. Ran with the boats and sand to our shor in 10 fathoms water Muddy bottom. East end of Ballaston [illegible] by [illegible] mile distant of the Pinnacle in Simons Town S 88 E, Town on hill S by W. Our boat (Mrs) departed this life, buried them on the peninsula read the service over him, half masted the colors until the return of the boats. During the night a heavy squall of rain, Town boat filled and sunk but none of them ventured on board

May 12th 1845

Shifted our anchorage closer into the fort, hoisted out all boats and prepared to water ship. A mandarin boat visited the Ship. Pinnace pulled around us but motions being made for him to come on board he made a significant sign repeating the word mandarin all to which the sign was made by catching hold of his hair and [illegible] this he pulled away as fast as possible. To the W.ward & E.ward of the fort is a small sandy beach about 20 yards wide, then rises the tall green mountains of Simons Town down whose sides run almost unceasingly clear and chrystal like streams, one of these clear streams runs down thro this sand beach whither we sent our boats to water Ship, we collected the water in a hose tub leading the hose from the tub directly into the casks, Simons Bay lies then to the N.ward and is almost a circle. Tall and singular wild looking mountains, shut it in on every side and the land breezes comes down from these peaks thro the green valleys cool and bracing and so refreshing to one who has been any length of time in the tropics. The whole bay is shut in like an Amphitheatre except on the side to seaward and a narrow strip of land to the S.E. The formation of those mountains is granite in many places there is sign of Volcanic action in fact the rocks on every side them [illegible] appearance as if gunpowder had been applied to them in many places these granite rocks have a rounded appearance

and are ranged in sengular confusion, and clustering are vine so thick amongst them that one almost imagines himself in some well hid and chosen grove, The country around the bay is very thickly inhabited and at places on the sea beach can be found a village, The houses of the Cochin Chinese are built only one story high and of bamboo, The only bed used is a few matts, The dress of the Cochin Chinese consists of loose trowsers from the hips to the knees, a large conical shaped hat, The soldiers have a red gown or dress descending to their hips, The Mandarines wear a black silk gown and slippers and many (others) of the common folks wear the same only that the Mandarines are rather finer and cleaner kept than the common folks We usually took in about 1,000 galls water per day, There were three large Ships laying in close to the land housed over, this said they belong to the King, they mount about 16 guns each,

We do during our stay the Mandarine of the place paid us a friendly visit, amongst them was one who slily gave the Capt a letter, Nothing was said or done, the letter was not read until the Mandarines left the Ship, on reading found it to be from a French Missionary who said that he was confined in a Dungeon and was condemned to death begging us to make haste (thinking we were French) and save his life or we would be to late, Directly the Capt ordered the Boats manned and armed, This was done and an expidition left the ship consisting of about 80 Men, The company proceeded up to town, demanded the French man and a few promises being made viz to give them time and they would do all that was desired, The expedition returned to the ship bringing with them three Mandarines as hostages, After delaying three or four days, three men of war junks came out of the river and anchored near the ships under the land when they came up they were filled with soldiers, which soldiers were landing, at the morning water,

On Sunday Manned and armed three boats, about 8 A.M. they left the ship boarded carried, brought them out and anchored them in the our [illegible] in the [illegible] with Cochin Chinese of the three ships and

also of the Fort on the hill, yet a single shot was not fired, nor a man lost. In boarding one of them the ... appeared to have just been awaked up, and the Capt was seen to take the tompkin of a gun and hastily put it back again. We also found a leather box at hand with 8 or 10 cartridges, a few shot and wads ab hand &c.
Each of these three Junks mounted from 3 to 5 small 6 lbs some brass other iron, on the same evening observed the Cochin Chinese clearing away the thatch and getting their ships ready for sea, One day a messenger came on board with a letter as long as my arm. The whole subject of the letter was what do you come here for, I dont go to your country what do you catch my Manderines for, I dont catch your Manderines & The Manderines are very much alarmed, and having hauled up the ship to within a mile and one third of the town, cleared away the gun boat & gunboat, sent an officer in to armed up to town under command of the Captain who supposed to send the Frenchman there, and accordingly took one of the principle Manderines with him, Amongst the officers there was much talk of beating to quarters, there was a boat stationed off the river to make signal in case of danger, there were 11 armed Junks pulling to and fro in the river and about 200 soldiers drawn up about the town. After a long stay ab the town engaged in corresponding with the Manderines, the Boats returned, fired the ranges of our guns, There were many fishing boats pulling out from the river ab the sound of our guns they all put back. Fired 10 shots, The Barque Chinese ships got up their topmasts and lower yards and all day on the 22 were hoisting in guns The fort ab the mouth of the bay on the hill was almost dismantled to supply the ships with guns. Observed all hands ab this fort, very busy stockading every pass and landing place, There things made matters look serious, so that our hostages began to be put on shore promising to send off the Frenchman in three days, As twas no use to keep them for they told a lie, Finding our Junks one day making some curious movements sent a boat on board, Found the Manderines had rivited iron hoops round collars on the necks of the Capts and pistol shots over their eyes on attempting to remove them the poor devils said no and

made a sign that the Mandarins would cut their heads off if they were removed. A Messenger came on board with a letter on the 21st Same day, the white clouds began to lower around the mountains till they were only a few hundred feet from the water, It was hot, enough to cook an egg in the sun which I did by blacking it, and placing it on the hammock cloth, on the gun deck Ais go and this in range of one of the Ports, In the morning and during the latter part of the night it blew quite strong with rain, One junk got under-way and ran for the river fired 9 shot at and across their bows, Sent 4 Boats Manned and armed to cut them out found them making all sail for up the river brought one of them to and boarded and anchored her at the mouth of the river in doing this several of the natives jumped overboard, and there being a rough sea on several of them are said to have been drowned. The rest run furiously and on a long sandy spit which runs out from the mouth of the river, there was a good deal of surf and a few breakers, Some of our boats were seen swamping on it, After all the boats got together proceeded up the river in front of the town always found them filled with soldiers, Anchored amongst 10 men of war Junks as we neared them saw several of them pointing their guns at the boats, when close to give one shot lopped over drew cutlasses and boarded at first they seized their arms then threw them down and then as we boarded one side they jumped overboard the other, The whole shore was lined with soldiers who all ours fire arms being such. Was thought that as soon as we got in the river the forts and troops would open on us, So landed a force cleared and changed them into the Junks and run like sheep, Got underway towed out the prizes and anchored them near the ships that night it blew a gale,

On the 23rd commenced watering ship 24th found that we were to delay any longer Sent 2 boats in with a letter for the Mandarins, returned with an answer that if we behaved ourselves quiet up the junks the men should be brought off, on the 25th having released the Junks sent a boat for the poor Frenchman who he said confined with a pair of irons on his legs one on his thighs and one on his arms and an iron

collars around his neck and an iron bar connecting all such is the story told by a Cochin Chinese who spoke Portuguese we did not get him hauled the ship up to the watering place and recommenced watering. Ship Obtained wood from the natives at a moderate price on the 2nd having filled up with water sailed. Turon Bay is one of the most beautiful bay in the world. I wish that a Walter Scott could live amongst these wild and rugged the beautiful mountains to describe them, to tell us of the traditions the legend and wild customs and superstitions of these mountaineers, we found but little difficulty in getting fresh provisions, such as fowls potatoes, eggs &c. The entrance to the bay lies open to the N° and there is but little or no difficulty in entering the Bay there is plenty of water to within ¼ of a mile of either shore for a frigate as far up as a ½ mile inside of the bay on the hill at the entrance, the soil is Muddy sand & a good holding ground. Wood is abundant and easily obtained, at the bottom of the bay is a fine site for a large city, large hill of beautiful Marble can be seen known as Marble rocks Sugar is raised in great abundance but not exported, on the 28 fired a few shells by way of experiment at balloon Harbour distant about 2 miles 2 burst in the air the rest fell short of the water. During our stay every day there was a sea breeze and land breeze the day was cool in proportion to the wind, but as soon as the sun on the deck 82° in the shade ship black instead of land breeze the pilot began to turn out of the house and the Thermometer rose to 90° when the land breezes blew off the land strong it once fell to 78° and was uncomfortably cold on the day we sailed the Chinese Ships crossed Top Gallant yards and showed a row of 12 guns a side on each ship. Three brigs came in from the northward mounting 10 guns each and anchored near the ships, one day the boarded one of them to buy rice to which they refused to sell. Shortly afterwards two of the officers and crew the ships and over the ships. The boat approached the side, pistol in hand seated himself on the quarter deck and the Chinese rushed forward alarmed after taking a good look the officers off and came on board. [illegible]

Turon Bay

This is an elevated and rich country and obeys and pays tribute to the Emperor of China. Hue is the capital of the the Kingdom and is a strongly fortified place having 2000 guns mounted round the City. The King is a despot, and has absolute power over man, woman, and child in the Kingdom. To communicate bad news to him is to commit high treason. Their Religion is said to be Budhism or a belief in Devils. In every village we saw I always observed one house better furnished than the others this was the joss house in it was Idols and priests. Strangers are not allowed to travel thro the Country. Elephants are held in great respect here as it is thought the soul of the King enters a white one. Some of their temples are very rich. The soldiers are armed with long spears or muskets and at the town were two large Forts capable of mounting 100 Guns. A Gunboat can haul up to within ½ mile of the town. During our stay we saw but a few women when we went on shore at the villages the women would hide and the children run off and scream if we came near them. What few women I did see were ugly as sin and only one any thing decent, and she had a pig to sell. A Total eclipse of the Moon.

Water made these 24 hours

Fire tops

At sea Saturday June 28th 1845

Fresh breezes and cloudy with rain at 4 P.M. Saw a sail bearing S.E. by E. at 5 P.M. Saw a sail bearing S.S.W. at 6 P.M. Saw a sail bearing S.W. by W. at 7 P.M. Saw a sail bearing W.S.W. at 8 P.M. Saw a sail bearing W. at 9 P.M. Saw a sail bearing W.N.W. at 10 P.M. Saw a sail bearing N.W. at 11 P.M. Saw a sail bearing N.N.W. at 12 P.M. Saw a sail bearing N. at 1 A.M. Saw a sail bearing N.N.E. at 2 A.M. Saw a sail bearing N.E. at 3 A.M. Saw a sail bearing E.N.E. at 4 A.M. Saw a sail bearing E. at 5 A.M. Saw a sail bearing E.S.E. at 6 A.M. Saw a sail bearing S.E. at 7 A.M. Saw a sail bearing S.S.E. at 8 A.M. Saw a sail bearing S. at 9 A.M. Saw a sail bearing S.S.W. at 10 A.M. Saw a sail bearing S.W. at 11 A.M. Saw a sail bearing W.S.W. at 12 A.M.

Water made these 24 hours

Easting 80 miles

Lat by obs 16° 14 N

Long 108°

Sick Report 28 men

Sunday August 3rd 1845

Throughout the day moderate breezes and clear pleasant weather. At sunset and at 9 A.M. inspected the crew at quarters. Found small and at 9 A.M. a mess of flying fish which are very plenty. Shifted main Starboard Topmast and Topgallant Studdingsails, Made and Shortened sail as occasion required. Sounded in 40 fathoms no bottom. Employed in painting ship's sides.

Water made these 24 hours

Lat by obs 17° 12 N

Long " these 109° 32' W.

Distance 81 Miles

Sick Report 29

Sunday August 4th 1845

Fresh breezes and cloudy with rain. Light variable winds and calms, at 4 P.M. Saw a sail bearing S.E. by E. at 5 P.M. Saw a sail bearing S.S.W. at 6 P.M. Saw a sail bearing S.W. by W. at 7 P.M. Saw a sail bearing W.S.W. at 8 P.M. Saw a sail bearing W. at 9 P.M. Saw a sail bearing W.N.W. at 10 P.M. Saw a sail bearing N.W. at 11 P.M. Saw a sail bearing N.N.W. at 12 P.M. Saw a sail bearing N. at 1 A.M. Saw a sail bearing N.N.E. at 2 A.M. Saw a sail bearing N.E. at 3 A.M. Saw a sail bearing E.N.E. at 4 A.M. Saw a sail bearing E. at 5 A.M. Saw a sail bearing E.S.E. at 6 A.M. Saw a sail bearing S.E. at 7 A.M. Saw a sail bearing S.S.E. at 8 A.M. Saw a sail bearing S. at 9 A.M. Saw a sail bearing S.S.W. at 10 A.M. Saw a sail bearing S.W. at 11 A.M. Saw a sail bearing W.S.W. at 12 A.M.

employed painting ship. Sail makers making a new fore sail, saw a large number of fishing boats boarded one. This part of the China sea seems to be a kind of Newfoundland banks to the Chinese

Water made these 24 hours
Distance 59 miles
Lat by Obs 17°58 N
Long Chro 110° 04 E
Ther 80°

At Sea Saturday May 31st 184

[illegible] at 6 [illegible] Miles from Portsmouth [illegible] at 8 [illegible] at sunset & at 9 am inspected the crew at quarters, [illegible] of the first Division in and scraped and painted them, at 5,30 hoisted Ship to the N.W & E.N. Crew variously employed as [illegible] saw not yet the S.W Monsoon which is said to set in about the [illegible]

Water made these 24 hours
Distance 29 Miles
Lat by Obs 18°08' N
[illegible] 110° 19' E
[illegible]

Sunday June 1st 184

[illegible] with light winds & Cloudy [illegible] quarter with a breeze from the N.E which we have now from the S.E & E Spied several Chinese Fishing boats. The color of the water a light green with some dusty looking stuff on the surface, At 10 called all hands [illegible]

Water made these 24 hours
Distance 29 miles
[illegible]
Long. Obs 111° 04 E
Lat. Report

At Sea Monday June 1st 1846

During this day moderate South winds and pleasant, passed a great number of fishing boats, & large ship in sight to the E. At daylight discovered land ahead bearing [illegible] At 10 A.M. rounded to & sent a boat on board [illegible] At 11 A.M. received on board a pilot for [illegible] At 1 P.M. hove to off the Typa Forts & sent boat on shore with pilot. At 2 P.M. came to anchor in 4 fathoms water off the Typa Forts, Macao bearing [illegible] Latter part employed in [illegible]

Water on board 21 tons
Distance 83 miles
Lat by obs 19°32' N
Long. Chro. 112°.03
Sick report

Sunday June 3rd 1846

During this day as before, employed in [illegible] for sleeping for it is too hot to do any thing else. Several ships and barques in sight. At sunset mustered the crew at quarters. Sick report, on a stand. Water as smooth as a mill pond. Several porpoises & dolphin & sicks. Numerous fishing boats around us. Employed on the ship in the manner. Watch made and shortened sail as occasion required. Ship under all Studding Sail. The S.W. monsoon has not set in yet.

Water on board 21 tons
Lat by obs 20°.15 N
Long. Chro: 117°.38' E
Distance 81 miles
Sick Report

Wednesday June 4th 1846

During this day moderate breezes and pleasant weather, Hands employed as occasion required. Ship under Studding Sail. At sunset and at 9 A.M. inspected the crew at quarters. At daylight land in sight ahead [illegible] Ladrone Isle is

sights to the N.E. & W.S.W. At 10 A.M. Received a pilot on board for Macao during the rest of the day standing in for the outer roadstead of Macao

Water made these 24 hours
Distance 93 Miles
Lat by Obs 21° 28 N
Long. by Obs 112 32 E
Sick Reports 20

Off Macao June 6th 1845

Standing in for Macao roads. found a strong current setting to the East. came to with the Bridge 21 fathoms water hard sandy bottom; During the night a tremendous heavy rain with vivid lightning and crackling thunder At 8 40 A.M. weighed and stood for the anchorage

Friday June 6th 1845

Standing in for Macao, boarded an American Brig from Singapore and found sent a letter bag by her to the United States, At 9 P.M. came to in 3¼ fathoms with the Bridge of Macao reckoned to 15 fathoms chain. Boarded the America from Singapore 14 days from Singapore

Water made thes 24 hours
Sick Reports 28

Saturday June 7th 1845

Weighed from the anchorage and proceeded up the River Tigris, At 11 A.M. Came to in 3 fathoms, hove in sight of the Colossus and fired 18 minute guns as a salute

Water made these 24 hours
Sick Reports 23

Off Macao Sunday June 8th 1845

Shifted our berth further to the E.ward fired a salute of 21 guns to the Portuguese flag which was answered by the forts on Shore, called all hands to muster, performed divine service, read the articles of war and also a reprimand from the Navy Department to the finding of a Court Martial held on passage Midshipman C. Higgins for disobedience of orders, The American Consular agent came on board

Water made these 24 hours

Sick Reports

Monday June 9th 1845

During this interval of time weather generally hot with a shower of rain, about 12 o'clock the wind S.S.W. & S.W. by W. and S.W. & W. and during the morning watch usually a light land breeze or calm, Bent the Sheet cable, filled up with stores from the Navy Store, also received a boat load of water A party of Officers left the Ship for Canton, Boarded the Am. Barque Maria of Salem from Singapore, sent a letter bag to the States by the Captain, Shipped John Townsend, Chas Bicum 2nd and Geo Lewis from this vessel received provisions and stowing hold ports Painted all the foul bottom for Copper & sent smuggling liquor (except 6) Discharged a number of men as foreigners at their own request, at 12th Bent light sails sch underway for the entrance of Canton River Boarded and sent a letter bag to the States by the Aquilla to New York, Standing for the forts run on a mud bank turned about and let go the larboard Anchor at 2.30 finding ship afloat made sail, sent a boat to communicate with the Commanding Officer of the Forts at the Bocca Tigris at 12.50 the tide making strong came to in 5 fathoms water muddy bottom, at 8.30 AM got underway under all drawing sail and stood up the river, Sick Reports 3, Thurs. at 12.30 June 20th having arrived at our anchorage came to in 5 fathoms water muddy bottom moored ship with 40 fathoms on each chain sent down Royal yards sick Reports 2 men, the 88° average temp. during this interval has been 86°.

over

Macao is a Portuguese city and like all such cities is strongly fortified and walled, it is situated on a Peninsular and had at one time much trade it being the depot of Chinese and European goods but lately other places have come ahead of Macao in every respect, the city from the water looks beautiful but its beauty is destroyed on going thro the streets by its filthiness and filthiness, the street are very irregular so much so that it is difficult to find ones way thro their winding and narrow passages, the Chinese here are the most numerous class and are the workmen and artizans of the place, they far surpass the Portuguese in industry and many other things. The Governor like (of course) in Macao, Here is a strong garrison always in Macao. Some of them are fine looking men, As Macao is a very old place 2 or 300 years the garrisons have left a part of their good looks and of their passions in their descendants for their descendants for there are some very pretty half and half girls who claim one parents as Portuguese the other as Chinese. There some half dozen forts advantageously situated many of them are mounted around the town and had this strong hearts Macao could make a good defence against a large force on the land side is a strong wall in part of the wall are numerous rice fields with narrow causeways and marshy beds for the rice these make a easier defended. even further out still the Peninsular narrows to less than 200 yds. no one can doubt but this pass could be made good against almost any force, there a great number of churches in Macao for its size I was in three one sunday and could scarcely count the bells that appeared to be ringing around me. I saw several (Asiatic no) Parsees they are a business set of men and all that I have seen of so neat and clean in their dress that one always feels a sort of respect for them. That we saw not to any other of the Eastern Nations one of the prettiest sights to be seen in Macao is at Sundown to go to the greens near the forts and look and listen to the children playing and hear their singing hear, full laugh their shouts of joy as they run about the nurses of the children bring their young Masters and Misses out to play some of them are beautiful girls and some handsome boys. Tho they speak in strange language (Portuguese) to my ear

[illegible] no one can pre them but [illegible] thinks of home and of his school boy days." Macao was founded in 1553 it is not as is generally [illegible] the property of the Portuguese but is held by them by permission of the Chinese Government, our stay at Macao received fresh provisions every other day

Water made these 24 hours

Sick Report, 31 Men

Monsoon light June 21st to 1st July

During this interval wind generally from the SE and SW, about every other day we had a shower of rain, Musquitos were as thick as hops. Filled up with water from the River. This we did by filtering the water thro charcoal, sponges we [illegible] was very good, Shortened the slings of the fore and main yards. Squared the rattlins. Boarded several American ships viz Sappho, Akbar and Horatio. June 28th The American Consul and several Hong Merchants visited the Ship, Manned the yards and fired a salute of 11 guns. Sampans in 8 8

Sick Report, 20 men.

July 1st to August 1st 1845

During this interval winds from the SW and W and Var. Mean Ther. 84° of Air 82°. Rain almost every day attended with vivid lightning After nine oclock it was always much cooler Musquitoes as thick as hops since last increasing. July 4th Spliced the main brace fired a salute of 21 guns in honor of the day. H. B. M. Ship Castor arrived from Hong Kong. Exchanged salutes, boarded the American Ship Montauk 94 days from New York, July 17th Chas Lewis (Sea Cook) of the ship died [illegible] 18th Chas Lewis (Sea Cook) of the ship died [illegible] 32nd Chas Erickson OS died buried 4 pm on shore from Norfolk Va) his [illegible] and friends attended,

July 21 11 large Siamese Ships proceeded up the River. [illegible] on the Rivers department.

July 24th Sent a letter home by the Colonel of the U States

July 27th Thermt at Sunset 90° as [illegible]

July 31st

Carpenters employed repairing the boats, July 31st Bent sails unmoored Ends, ran to the Isle Gallant yards in shore preparing to drop down to the mouth of the river, Rec'd a pilot on board. At 9 am hove up the anchor, made sail to mains and starboard steering sails for the Mouth of the River, Sent Mr Sis Sick Report 30 men

Aug 1st to 25th 1845

Winds from the S'a and E'd with squalls of rain, weather hot and unhealthy, Sick Reports 60 men decreasing. 1st 2d 3d employed in dropping down to Boca Tigris, The American Steamer Midas following us over the bar for the purpose of rendering assistance if necessary. 3d Came to Anchor near the French Frigate Cleopatra, moored Ship. She found forts on South mainland bearing N by compass North, Tower on Chimen Pt E by S 1/2 S, Bycock low point, SSE 1/2 E Tiger island W by N. Exchanged salutes with the French Admiral, The Cleopatra has since brought letters thanking Capt Percival for his intercession at Juron Bay in behalf of M. Lefevre, August 3 Capt P addressed the crew, the subject of his speech was that tho there was a good deal of rumors in the ship, the crew had no cause to despond and that they must keep up a good heart for we would go home as soon as duty would admit of doing so. He also spoke of the rumors of war, saying that he hoped said rumors were untrue but that he had every confidence in the ships company,

Boca Tigris August 8th

We found the weather considerable cooler at the Bogue, but still as hot as blazes, nearly every day we had a shower of rain with vivid lightning, after these showers we found it a degree or two cooler. Employed at sails. August 9th Experienced a calamity in spewing up the Mainsail, A subscription was raised on board of about $2000. for the benefit of the sufferers. 12th Employed a large Chinese boat to take Ship, received 48 Casks and breakers by her in charge of Quirp. 13th Made Henry Schman (Marine) departed this life buried him with the honors of war. 24th George Sedcher (Sea) died after a short illness. 25th Bent sails, crossed Top Gallant yards and hoisted the French flag

ab the fore. Every other day received fresh provisions for the crew

Augusb 25th to Sepb 1st 1845

During this interval winds from the E + S°+E° with light airs from off the land in the morning. It rained nearly every day in showers with occasionally flashes of lightning. I have always observed that after a thunder shower it was alway cooler. This is the S.W. Monsoon yet the wind generally blows from the E° or S°+E°. The reason I suppose is this that the SW monsoon is gradually drawn out of its course by the heated land to the W°. Aug 27th Got underway from Boca Tigris. 28th Came to with the Starboard anchor veered to 30 fathom chain, Pilot Island bearing by compass S by W. City of Macoa N.W.b.W. 10¾ M. 30th and 31st Busy preparing ships for sea.

Blenheim Reach is about 15 miles from the City of Canton. The land on each side of the river is low, immediately adjoining the river, and is covered with rice. There are several large Villages near Blenheim Reach. There is one in a bend of the river remarkable for its regularity and its numerous tomb stones or Monumental appearance. There are also several large and tall pagodas in sight, and one or two large forts. The river is quite muddy here and with a strong current. We filled up with water from the river filtering it thro Charcoal &c

The scenery around Blenheim Reach is quite pretty. The river is always full of Boats, and our ship was continually surrounded with beggars, who kept up a continual noise begging for some "Chow Chow"

The English Frigate Castor is a beautiful frigate mounting 28 guns long 32 on the gun deck and Medium 32 on the Spar deck She was hove in for a clean and was a regular out and out ship. The Castor had on $2,000,000 to treasure the last payment of the Chinese indemnity. Her gun deck was laid diagonally. Every day they exercised their men both in the ship and on shore and the forts in Hands, like exercise. They also exercise with small arms Swords and cutlas. The English are in part a Scottish nation that is remarkable for that all should have a well drilled

and distributed Marine.

Canton is as every one knows a large business and wealthy city. I was informed on good authority that it contained 1.500.000 inhabitants. The river town lies above Canton proper. It is said it contains 80.000 boats and 400.000 inhabitants. These boats are ranged in streets and have shops and stores amongst them the same as on shore. Whole families occupy these boats, they never go on shore except in case of necessity. This may appear singular but there are laws against their coming ashore. Some of these boats are remarkable for their beauty being kept extremely clean and besides beautifully carved, painted and gilded. The interior of some of them are filled up with splendor. Large lamps Soft Cushions and carpets of the most beautiful [illegible] Altogether [illegible] The suburbs of Canton are as large as the city within the walls. There is but little or no difference between the buildings on side of the walls and those inside. The streets inside are narrower and the houses lower than those outside. When once thro the walls the crowd would surprise any American even one has to elbow along sideways as he best can, besides this the boys yell and shout Fanqui low and sometimes will throw stones at foreigners. One thing that particular struck me was the quiet steady Manner of the Chinese Children. I do not remember having seen a single pair at play or a fighting and seldom saw one cry. The little children have a board lashed on their backs to prevent drowning in case of falling overboard. At the Bogue or Bocca Tigris are extensive forts. It is said that there are 2000 guns mounted around the mouth of the river. In the middle of the river at the Bogue are two Islands these are almost covered by forts. Yet the forts are badly built or rather constructed and could be easily taken by European forces, for they are so constructed that the guns in them cannot be trained. The scenery around the Bogue is very pretty.
The hills are quite high and some of the bare and black rocks contrast well with the white walls of the Chinese forts. Which we tried at the Bocca Tigris were very dear of lighting. After which it was always a dozen or so soldiers. The Chinese have many guns of their own Manufacture

but they are very clumsy things. The carriages of all their guns are worthless for they are very frail so that they would soon be destroyed by the recoil of their own guns, In canton there are many large and fine buildings. The colleges are open to every body so that it is seldom one meets with a Chinese who can not read and write, The only way to office and elevation in China is by learning, A learned man is everywhere respected. Police Officers are very numerous and are also very efficient, Every province in China is divided and subdivided amongst the Police each one is responsible to the superior in the next beat of his post, Every house keeper is responsable for the order of his own house, A police officer has ten houses to look out for to whom each house holder is responsible, This police officer is responsible to one who has charge of a thousand, and he to the viceroy, and the viceroy to the Emperor, China Steel in canton is worth a visit, for in this shop a most any thing can be obtained, the finest silks are there exposed for sale, also the most curious works in bone and ivory, In canton is an extensive glass factory the glass which they make is of an inferior kind, On the 5th day of the 5th moon I was in canton to the feast of the great dragon it was an interesting sight, The great dragon is a kind of water god and on or about this time the Chinese feast and sacrifice, The principle place of amusement during the dragon feast is on the water which is a live with beautiful boats with music singing, playing &c, There were 8 or ten large dragon boats in the river these boats or rather canoes were from 80 to 120 feet long and only about 2 feet wide, they were pulled with short paddles on each end and amidships were gongs, fire works, dances &c which every one in the boat kept time with his paddle and voice, The flower boats were on this day rigged up in a beautiful style, and every one appeared to try and see how much noise they could make and how well they could enjoy themselves, Above the town on a large garden was spread a feast of which any one is welcome who chose, One of the curious things in the river at canton is the rafts with thousands of ducks about them it is surprising what a discipline there is amongst them, They feed themselves and go or come as they are called.

Many of the fishermen have trained hawks to fish for them, these hawks will sometimes fly off a mile or two take a fish and return with it in master boat, the River at Canton is not more than a half mile in width but is very deep. The Joss houses in Canton are large and fine buildings, some of them are very splendidly filled up, and from their curious workmanship are well worth visiting. The River Yantse Kiang or the son of the Sea is a large river and runs thro China from West to East, it is second in size only to the Mississippi and Amazon Rivers, a few hundred miles above its mouth it takes the name of the Golden Sand. This river runs thro the largest lake in China known by the name of Tong ting Hoo, it is a beautiful lake surrounded by high mountains with wild scenery on all its shores and among the mountains are the wild Macaques these are the only people in China who will not acknowledge the God Joss. They wear their hair as the rest of the Chinese do but it grow long over the whole head, whilst the other wears their hair a long tail. The grand canal of China is said to be one thousand miles long but the greater part of it is nothing but a ditch and it is of little use a great deal of expense & labour is required for the support of this canal. Where the canal enters the Yellow River is a superb bridge to the opposite shore of the gates & locks. The canal passes over the hills of Shantung and is so narrow in that province that two junks can pass each other with difficulty. The Chinese have account of a great deluge which took place 4000 years ago yet they say that it only impeded agriculture. And that the celebrated Yu, who is adored by the Chinese built the wall & made great canals. The City of Peking is on a fine sandy plain and is strongly walled, the streets are narrow and unpaved & dusty. It has been said that Peking contains 3 millions of people but I believe the number is exaggerated.

The walls of Peking are 35 miles in circumference. The houses are built only one story high. Here the Europeans have their factories & foreign banks, but they are obliged only to live in the suburbs but they have a right to live in the city & visit each other

that people chose to live one above another: Near Pekin are the Emperors
garden they are at present in a delapidated state tho they possess
much of their former beauty still, they are built after the Chinese
fashion and cultivated according to their taste, accompanied by
the usual representations of ruins, rocks, artificial lakes &c.
Hang Chow is the great silk city of China it lies in about 30° N.
The finest silk country lies between 30° and 35° N, Hoo-Chow foo is the
great tea city near it is the great city Ning-Po. It is said Ning-Po is the
second city in china in the river the masts of the junks look like
a great forest, Thousands of boats are continualy passing on the river
either for business or pleasure, Near Ning-Po is the great Tea country
in sight of it is the Bohea hills from which the Bohea tea takes
its name. In the west of China Thibet Cow flourishes its tail consist
of extreemly fine hair for which it is much valued, From these
tail are manufactured beautiful shawls, carpets &c. There is one
place in the west of China where a curious kind of oily substance
oozes out of the ground which the Chinese burn in their lamps,
They call it stone oil. In the west of China teas is used as a medium
of exchange In China the laws and customs have so regulated it,
that a former is the most respectable of men whilst a merchant
is looked as almost nobody, This is as it should be for those who feed
the nation are the most independent and those who
the most respectable, Paternal authority is the model of the Chinese
government, the father has the power of life and death over his children and
he is responsible for their actions, and is or may be punished for the
crimes of his children, the emperor is considered as father of his people
and every Mandarine is responsible for his province, I'd have a relation
of mine executed for a crime committed by a man in Hoo
and is punished according tho he may not have any hand in the matter
The Emperor is considered as father of the Empire and is responsible
to God for the whole nation for his actions, twice a year the
Emperor ploughs a piece of land to encourage the farmers, he is
sometimes termed the divine husbandman, he is also termed the

Celestial Father &c. The Chinese are an unwarlike race not giving to dissipation or fighting. They are also remarkable for their want of jealousy. I think with proper management an army could be raised and disciplined from amongst the Chinese that would equal any army in the world. My reasons for thinking so is that are so remarkably robust and no doubt possess much natural animal courage. The Emperor in his dispatches says that he wishes to render the Empire filial to insure all offences against parents is severely punished. A young man who struck his mother was put to death and his father also was put to a cruel death. his mother was cursed his race outlawed. the house in which they lived was dug up from its foundation and the spott cursed forever. The Bamboo is the great instrument used in punishing criminals. A wooden collar is sometimes used, whilst the criminal wears this he cannot feed himself. The Chinese exercise the burial service with great solemnity and on a certain day of every year, they visit the graves of their fathers burn incense offer prayers and leave a gay pennant of silk over their graves. It's a pretty custom and shows that they respect and honour their fathers. New Years day is a great day with them, all business is suspended for a week. Visits and visits are received, feasts given and a constant crash of fire works is kept up for a week or 10 days. Exactly a week after New Years day is the feast of Lanterns, on this day every one tries to produce a beautiful lantern, some of them are remarkable for their curious constructions and beauty. During the night all the lanterns are hung up and of course give the City a beautiful appearance. So Europeans the Chinese seem to be composed of an infinite number of contraries. A gentleman visiting from Macao says, on getting into the boat to leave the ship I asked the boatman what course to take. He replied west west (north west) on asking him the direction of the wind he replied east east (south east) observing that he was dressed in white, I thought there must be some great feast in store, so I asked him why did he dress so gay, and what blessing was about to take place, his countenance changed when he replied that his father and mother had just died and he was in mourning

for them, I was astonished and resolved to be more careful, here or there I saw a grave looking person in a long petticoat with a large fan I enquired who it was, and was informed that it was a military officer, I was still more astonished when I saw him mount his horse on the right hand side, a little further on I saw two boys disputing about an orange after a great deal of talk and gesticulation they at last sat down and divided it between them (an English or American boy would have fought for it) as I still walked on I saw some old Chinese flying kite talking to their and mice and a number of Chinese children gravely looking on with folded arms. Resolving to learn all I could and not to be surprised I employed a Chinese Master to teach me their language, he commenced his discourse with saying there was no alphabet, he then took down a book praised the merits of the author and read the title page, saying it was written in the 5th year 10th month and 23rd day, but wonder at my surprise if you choose, but he opened the book at the beginning as he said which I had always been taught was the end of the book, he read from the right down the page and so kept on backwards (as we would call it) to the left. He then proceeded to instruct me in manners and read from a page that when a friend visit you always place him on the left hand as it is the seat of honor and always be careful not to take your hats off before your superiors or before those whom you respect for it is indecent to appear your person before them and highly improper. He then proceeds to state that all great philosophers had agreed that the seat of the soul was situated in the stomach, all young men should endeavor to appear decent, therefore they should keep clean and always have their shoes well whitened &c when you are invited to a feast or to a dinner, you should always show that you relish the fare by belching at the table for by this means you show that you have eaten to your heart's content you found their food so good, In general a Chinese is the reverse of a European, They sail their boats small end first, read a book backwards and up and down instead of parallel to the top of the page they whiten their shoes wear their stockings and shirt outside

of their houses, have their feet backwards as it were, and have a thousand other little customs directly opposite to ours. Of their religion there is but little known for there are many sects there the land over are tolerated except the Christian. The Chinese think religion is a secondary thing and view it only as a beautiful study. The population of China is said to be about 300,000,000 this is more than the population of the world. Peace has reigned in China for 200 years the people are the most ingenious, most industrious and the most enterprising in Asia. This speaks well for their Government. Many Christian Missionaries have been sent to China to teach the principles of peace, quietness &c. These Missionaries had best stay at home for the Christian Nations are the most quarrelsome in the world and the Chinese the most peaceable. Such was the dread that the Chinese bear for Christians that they are forbidden in the Empire. For say the Emperor they will produce war and trouble. And a Chinese maxim is that it is better to be a dog in peace than a man in trouble. This criminal law is founded on the following viz. that it is better to let the guilty escape than to punish the innocent.

Monday Sept 1st 1845

During this day 1st part light airs and clear, 2d do hard
head rah & rain & pleasant, At daylight all underway and
stood out of Macao roads under all plain sail, At 8 Potis Island
bore [illegible] compass N 2 E. Outer extremity of great Ladrone E S E 3/4 E. variation
1° West, cast. Shifted the guns, Secured the anchors for sea, Un
Steamer and Man of War in sight, On Americ Brig in sight, Standing
in the anchorage off Macao
Water made these 24 hours
Distance
Lat by Obs. 21° 34 N Long pr Chro 115°.50' E
Sick Report

Tuesday Sept 2d 1845

During this day moderate & light and cloudy & fill away
[illegible] appearances, Made and reduced sail as occasion required, Ship under
Royals and flying Jib, Latter part of the night reduced sail to sing
reefed topsails, Hauled up the mainsail, Pumped ship out, Ad & inspected
the crew at quarters, At sail in sight to the W.ds Ends with mist & rain
Water made these 24 hours
Distance 139 Miles
Lat by Obs. 19° 51 N. Long 115° 04 E
Sick Report 2 [illegible]

Wednesday Sept 3, 1845

During this day strong & squally with [illegible] at the commencement of the first part & frequently [illegible] & at Split sail, At daylight [illegible] down
reefed mainsail & main top gall'd halliard Mustered the crew at quarters
at 8 A.M. Ship under single reefed topsails and topgallant sails, Made and
reduced sail as occasion required, At 4 P.M. spoke ship [illegible] bound to the
W.ds
Water made these 24 hours
Distance 128 Miles
Lat by Obs 18° 30' N Long 116° 45' E
Sick Report 28 [illegible]

At Sea, Thursday Sept 4th 1845

During this day fresh breezes and squally with heavy rain, Ship under single reefed fore and main and double reefed Mizen topsails, Parted the Starboard back rope of the fore topsail, Stopped it, Pumped Ship out, Made and reduced sail as occasion required, Ship under topgallants sails. Ad g inspected the crew at quarters,

Water made these 24 hours
Distance 133 miles
Lat 1°. 11 N Long 118.51 E Sick Report 29 Men

Friday Sept 5th 1845

During this day moderate breezes and squally weather with rain Packed ship several times, Clewed down topgallants sails to a squall, Overhauled a number of Bales of ship clothing and found them in good order, Ad g inspected the crew at quarters, Pumped ship out, Bent a new main sail, Repaired the shanks, Furled topgallant sails to a squall of wind and rain

Water made these 24 hours
Distance 101 Miles
Lat 15.21 N Long 118.35 E. Sick Report 29 Men

Saturday Sept 6th 1845

During this day light, variable calms with rain, Ad g inspected the crew at quarters and exercised them at the great guns, Rove new main top gallant rope, Rove Brace, also a new main burt whip and Sent up backlines, Sail makers finished off a new fore sail, Crossed Royal yards Ship under plain sail

Water made these 24 hours
Distance 45 miles
Lat 15.3 N Long 118.45 E.
Sick Report 28

At Sea Sunday Sept 7th 1845

During this day light airs and pleasant, Made and Shortened sail as occasion required, Wore ship to the S.W. & S.E. Ship in ugly and lying to, At daylight saw a sail in sight bearing E by N. Saw a sail in sight on the weather bow. At 8 am a large ship hove in sight and more others in sight to the windward, At 10 called all hands to muster and performed divine service, At 11 showed our colours to an English fleet consisting of 6 sail viz a line of Battle Ship a sloop of war two brigs and two steamers. Pumped ship out.

Water made these 24 hours

Distance 56 miles

Lat 15° 08' N Long 118° 51' E

Sick Report 35 men

Monday Sept 8th 1845

During this day light airs and pleasant weather, The British Squadron in sight from the Steamers joined them and came alongside of us, Hauled to the wind and stood off for action, Supplied the English Squadron with 1010 lbs of Bread and 400 Galls Water.

At 3.20 the English boats left us. Wore ship on the Larboard tack

At 3.45 made land ahead hove to Pumped ship out, Sold the clothes of George Belcher dec.

Water made these 24 hours

Distance 90 miles

Lab. 14° 18 N Long 120° 02 E. Sick Report 34 Men

Tuesday Sept 9th 1845

During this day light airs and hot weather, Made and reduced sail as occasion required, At 9 am and at sunset mustered the crew at quarters Sail makers employed in making a new main topsail, Saw in sight to the E.N.E. sent a boat out to try the currents found it setting W.N.W at the rate 1¾ miles per hour, At daylight the entrance to the bay of Manilla in sight ahead

Water made these 24 hours Distance 33 miles

Lab 14° 30' N Long 120° 07 E. Sick Report 28 men

At Sea. Wednesday Sept 10th 1845

During this day light airs and hot weather with rain. Employed working into the bay of Manilla. Made and reduced sail as occasion required. Lowered all the stern and quarter boats to tow the ship off the shore, it being half a cables length off. At 8 am took the following compass bearings, viz. South extreme of Mariveles point, ESE and the land at the south entrance of Manilla Bay SE by E. Inspected the crew at quarters.

Water made these 24 hours
Sick Report 28 men

Thursday Sept 11th 1845

During this day employed in beating up Manila Bay. A spanish brig and several small sail in sight. Braced about the head yards at 9 for the purpose of paying off. Manila bay is full of currents and we were continualy getting clear of fishing stakes &c before the wind. Received from Manila (per) and Read Havers (ditto) with lashes with the cats for stealing Knives. At 10 am came to anchor with the kedge in 24 fathoms of water. The east point of Corregidor isle bore per compass SSE and the west point SSW.

Water made these 24 hours
Sick Report 27 men

Manila Bay Island of Luzon
Friday Sept 12th 1845

During this day employed beating up the Bay for the anchorage off the city, At 9 mustered the crew at quarters. Made and shortened sail as occasion required. Boarded the American Ship Isabel and sent a letter bag by her to the United States. At sunset mustered the crew at quarters. Found a great many currents setting about the bay in different direction. At 9 30 PM came to with the ~~kedge~~ Starboard anchor in 7 fathoms water, Lights bearing per compass E by N. Cathedral in the city E¾ N. Cabelle Island S 11 by W muddy bottom. Ships draught of water aft 23 feet 2 in forward 20 feet 11 inches

Water made these 24 hours
Sick this day 26 men

Manila Bay. Island of Luzon

Saturday Sept. 13th 1845

During this day light airs and hot weather, during the day a many squalls of rain passed over the Ship. At 9 inspected the crew at quarters the Spanish Captain of the port visited the ships, also did the same a French officer from the French Frigate Sabine. Saluted the spanish flag with 21 guns which was returned by the fort on shore. Received fresh beef and vegetables for the crew. Temp.re of Air 84°

Water made these 24 hours.

Sick Report

Sunday Sept.r 14th 1845

During this day moderate breezes from the S.th and E.st with rain At Sunset and at 9 am mustered the crew at quarters. Received a head of water per a lighter, Several officers visited the City. Performed divine service.

Water made these 24 hours

Sick Report,

Monday Sept.r 15th 1845

Wind moderate, Sky cloudy, weather rainy, Wind from the S.th

Temp.re of Air 84°

Water made these 24 hours

Sick Report.

Tuesday Sept.r 15th 1845

Wind moderate and from the N.w & E.st weather clear and hot

Loosed and furled sails during the day, Inspected the crew at quarters

Temp.re of Air 85°

Water made these 24 hours

Sick Report, 34 Men

Manila Bay Island of Luzon
Wednesday Sept 17th 1845

Winds light, and from the Et. Weather hot, cloudy squally rainy and unpleasant. Received 8 coils of Manila rope in the Boatswain d partment, and 2 bos of lime. Received a boat load of water.

Water made these 24 hours
Sick Report

Thursday Sept 18th 45

Winds light from the Et. weather clear and hot. Rec'd 15 bbls of Whiskey, 2 bbl of Molasses, 17 Bags of Rice, and a boat load of water during the night much lightning over the land to the N.E. Comp'd at 8 bells

Water made these 24 hours,
Sick Report 36 men

Friday Sept 19th 1845.

Winds light and variable, weather clear and hot. during the night observed much lightning on the land to the N.E but could not hear the thunder. Three men viz Peter Williams (88) Wm Pattison (89) and John Brown 3d (85) deserted from the fourth cutter, now brought on board the same day. Sick Report 39 men

Water made these 24 hours

Saturday Sept 20th 1845

Winds moderate from the S.E. & E. Weather clear & pleasant. Making preparations for Sea Ship dft A/ 23 feet Forward 21 feet 6 in. Bent Royals & topgallant sails and crossed the yards, Sent a letter bag on board of the American Ship Madora At 11 am got underway made sail to Sail S.E. fore & main topgallt and fore topmast studding sails wind on the quarter Standing out of the bay. Ends clear with lightning over the land

Water made these 24 hours
Sick Report 43

City of Manila

The City of Manila is situated on the South West side of the island of Luzon or Luconia. It is said to contain about 90,000 inhabitants most of whom are Indians and half breeds. The city is built on an extensive flat and is surrounded by rice fields. The European City is on the south side of the river, and is walled in with a strong wall and ditch on every side by a ditch about 40 feet wide. The walls have many embrasures already filled with guns. No doubt many more are stowed away in the arsenals. A river about 200 yards wide runs thro the town, it has been well walled up on both sides for many miles. A beautiful and well built bridge crosses the river, about one mile from its mouth. The European City is well built, and clean its houses are usually about two stories high and are built of either stone or brick. The city is full of churches some of them have a very old look on the whole are truly splendid or rather grand inside. A stranger would be (as I was) surprised at the number of Priests who meet him in the streets. It is said (and not much doubt of it either) that they are the smartest and most influential men in the place. They certainly are very polite men and have a sort of Bon-Ton, look about them, that speaks of something else but spiritual food.

The town [illegible] is not walled, it is very well laid out, and is the handsome part of Manila, the streets are quite regular, the town is cut up in two or three sections by wide canals, these canals were no doubt dug to facilitate commerce and also for defence, They are all crossed in many places by excellent stone bridges. There are many Chinese in Manila, they all keep little shops or stores in the principal streets.

The Cigar Manufactories are well worth seeing. There are employed in Manila under one roof upwards of 3,000 girls, it is a beautiful sight it is true but still they find time enough to smile on a young stranger to say a Buenos, dias senor, to a young man, or as much as gracias to a compliment. Some of these are quite beautiful and speak so soft and musical that I for one delighted to listen to their voices.

The Manila Cheroots are nearly as good as the Havana segars, some I even like them better for my part I had rather smoke a cheroot made by the pretty Manila girls than one Havana made by African negroes

Tho the Havana's may be the best. Manila bay is surrounded by high mountains many of them appear to be Craters of Volcanoes. Shocks of Earthquakes are sometimes felt in Manila. The Bay quite open and almost entirely free from danger. There is good anchorage about 3 miles from the town muddy bottom, it does not require a pilot to enter the bay. Near the City are extensive fields of rice. The roads are in fine order and the views pretty and pleasant. Part of the Indian town is built of Bamboo. The indians appear to be a very ingenious race they weave a kind of cloth from the fibres of the pine apple which is much finer than any silk. Every one in Manila is a Christian. The Spaniards establish their religion as they conquer. the sword is of great use to some Nations, for it is only by the sword that they can be civilized. The sword has converted more nations to a religion than persuasion. But still tho these people have been converted by force, any one can see the improvements of this country. It is said its population has doubled itself several times since the conquest, I have heard a great many persons speak against the Catholics for their religion in savage nations but, in this instance I must say that tho they have enslaved the country, yet they have civilized it. I believe that this slavery of the people will break forth one day so that they will enjoy a free and perfect liberty and by being civilized they will know how to appreciate it. There are in Manila about 3000 troops mostly natives Manila is extremly well fortified and make a stout defence of stout walls with [illegible] ditch. The Spaniards now have a saying that it takes a Spaniard to build a frenchman to take and an English man to [illegible] it. [illegible] on the South side of the town the [illegible] of the wall would enable a storming party to cross it. It is said that a golden key would unlock all the Gates of Manila. There are two long moles built out into the sea on one of them is a light house. The other has a battery of long brass guns. Of an evening it is a pretty sight to see the Paseo all the pretty Spanish girls can be seen about sundown in their Volantis. The band of the garrison (a splendid one) usually attends at that time 4 pm till 10 at night is the stirring time of day when every body wishes to see and be seen.

Manila City was founded in about 1640. About 10 miles above the city is a lake 30 miles across, it is surrounded by high mountains, and is dotted with Indian villages. The dress of the Indian girls is about half-savage, half civilized. The skirts of their dresses are worn loose from the body, sometimes they slip rather low for our modest notions &c, The men dress much like the Europeans, the men wear hats, the women never wear any thing more than a handkerchief or veil over their heads, The Island of Luzon is about 380 miles long it is a rich and fertile island, produces for exportation Tobacco, Sugars, Hemp, Sugar and Rice, There were several vessels here down in the river; they are here down by a single purchase lashed to a derrick between the fore and main masts, which derrick was secured to a stout lashing between the fore and main masts, The main mast was not stayed off by means of a hawser there the ships is there about, For largest ship but also the retaining tackles hooked to bolts driven down close to the waters edge these were to ease her down or to right her if necessary. The masts were also secured by a two spars lashed just below the main lashing between the fore and main mast, and having the heels of the spar resting against the bulwarks, Next the mast (is a stout piece of plank placed across several timber heads) I think this is a good plan for on the lashing between the fore and main masts you can put as many purchases as you choose, You can make your derrick answer for a mast, viz by lashing the heel against some solid part of the ships and staging it, on the off side from the hulk a pump should be rigged in her bilge to pump her out

At Sea, Sunday Sept 21st 1845

During this day light airs and hot weather with frequent showers of rain, Employed standing out of the Bay, Ship under fore topmast studdn sails &c. At 5.30 Point Frances bore per compass N 10 Luzon Island E by S 1/2 S, Corrigidor Isle, Mute one, E 3/4 S. Secured the Waston on the beas Punished three men with one dozen each with the cats for desertion At 9 mustered the crew at quarters, read Articles to the crew

Water made these 24 hours
Distance 64 miles
Lat 15° 03,8 Long 119° 38' E
Sick Report 40 men

Monday Sept 22d 1845

During this day weather hot and squally, Ship under single reefed fore and Mizen topsails, and fore topmast staysail, Observed night lightning over the land, At Sunset and at 9 mustered the crew at quarters, pumped ship out, During the day made and reduced sail as occasion required, Ship sometimes under topgallant sails which were always taken in to a squalls as they struck & passed the Ship

Water made these 24 hours
Distance 89 miles
Lat 16.35 N Long 119.50 E
Sick Report

Tuesday September 23d 1845

During this day moderate breeze and cloudy weather with frequent squalls of rain, Made and shortened sails as occasion required, Ship under topgallant sails, Land in sights on the weather beam, Punished two men with rod for fighting, Pumped ship out, Exercised the 2d division at the great guns, the extreme of Lingayen Saconia in sight to the E'd, a sloop under [illegible] At 8 bent without any apparent cause

Water made these 24 hours
Distance 126 miles
Lat 18° 22 N Long 119° 40' E
Sick Report 40 men

At Sea, Wednesday Sept 24th 1845

During this day moderate breezes and cloudy weather, Ship under foretop mast and fore and main topgallant studding sails, Nothing in sight of our way for the Bashee Isls. Exercised the 4th division of small armed men at day light, discovered land on the weather beam, at 8h meridian an island in sight one point forward of the weather beam, Caught several bottle fish brown bearing parrow like birds

Wake made this 24 hours
Distance
Lat 19° 52 N. Long 121° 04 E
Sick Reports 37 Men

Thursday Sept 25th 1845

During this day moderate breezes and clear pleasant weather, with a occasional squall of rain, Employed beating up for the Bashee isles, Bayah Vallan and Batinglan isles in sight. Ship under sail, At meridian Batinglan isle bore per compass ENE½E. North point of Bashee island NbW½W Exercised the 3d Division at the great guns and the 3rd division of small armed men

Wake made this 24 hours
Distance 106 Miles
Lat 20° 35 N Long 121° 40 E
Sick Reports 25

Friday Sept 26th 1845

During this day moderate breezes from the E and clear weather with occasional squall of rain, the Bashee island in sight to the E. Hove the larboard anchor off the bow and ready for letting go, Lowered the 2d Cutter down and fitted the masts for an underway, At 8 hoisted the maintopsail to the mast head, fired a gun and hoisted a light for the boats, At daylight hoisted out all boats stowed the gang casks in them and sent them for water, made and reduced sail as occasion requires

Bana Bay, Batan Island

Bashee Group Saturday Sept 27th 1845

During this day moderate breezes and clear pleasant weather
employed watering ship. The Bashee islands are volcanic and are
very fertile. The people among them is Tagalian. They are inhabited
by Indians who have been instructed in the Arts &c by Catholic
Missionaries. The population of Batan is about 7000 it is only 5 miles
long and about 2 wide. There several pretty villages among the hills
The town of St Domingo has a church and factory, the houses of the
inhabitants are so covered by trees that it would be difficult to tell
when the town was near it not for the steeple of the church.
There are several caves in the island in one of them we obtained
water. The land of these islands is very rugged and steep. Much like Tagal
Sept 28 in each. It is said that shocks of Earthquakes are frequent. About 30
miles to the southward is and active volcano called Cairo Babugan.
The natives appear to be very innocent and inoffensive as they did
not appear to be like other savages we have seen viz. greedy and grasping
Hauled off at daylight, having the morning began filled up with water
(except 1000 gals) and hoisted in the boats. Edward Robinson (sea) deserted

At Sea, Monday Sept 29th 1845

During this day moderate breeze and fair. Sand in sight to the
Sd & Wd Made and shortened sail as occasion required. Exercised the 5th
Division of guns at small arms and also the 1st Division at the great guns
At Sunset hauled up & Com inspected the crew at quarters. Secured the anchors
for sea, at noon commenced steering in from N. N.E & E. Ship under Topsails
and flying Jib

Water made these 24 hours
Distance 50 miles
Lat 19° 55 N Long 122° 44 E
Sick list, 2 men

At Sea Sunday Sept 30th 1845

During this day light airs and clear pleasant weather, a heavy swell setting from the N.E. & E.S., at sunset inspected the crew at quarters. Spliced the Main Brace because this day 36 years ago the Captain got shipped to his better half. Shipped the rowls and Shipped Fid. Made and shortened sail as occasion required. Got up all the Starboard chain overhauled the links washed it off cleaned out the chain locker and paid the chain below, At 9 inspected the crew at quarters, Exercised the 5th division at the small guns, and the 4th at small arms,

Sick [illegible] made this 24 hours

Distance [illegible] miles

Lat 19° 34' N Long 123° 53' E Sick Report 26 men

Wednesday Oct 1st 1845

Commences with moderate breezes and clear pleasant weather, Unbent the Mizen topsail, Ship on a wind under all drawing sail, at 4 [illegible]; noted at 9 A.M. inspected the crew at quarters, Exercised the 5th division at the small guns, Made and shortened sail as occasion required, Paid the Starboard chain cable

Sick [illegible] made this 24 hours

Balance

Lat 19° 20 N. Long 124° 58 E Sick Report

Thursday Oct 2d 1845

Comm[illegible] with moderate breezes and clear pleasant weather, Stowing the N.E. & E. hawse and shortened sail as occasion required, At sunset and at 9 A.M. inspected the crew at quarters, Hoisted the first and second cutter out of the [illegible] into the gangway in order to clean out the launch, Crew variously employed, pleasant, Water made this 24 hours

Distance

Lat 20.50' N Long 124° 59' E

Sick Report 20 men

Pacific Ocean

Friday Octr 3rd 1845

During this day light winds and clear pleasant weather with flying [illegible] At sunset and at 9 am mustered the crew at quarters. Hauled up and then [illegible] below the Starboard chain. Exercised the 3rd division of guns [illegible] standing rigging and bent, making slow progress. A great quantity of floating pumice stone in sight

Water made these 24 hours

Distance

Lat 20°55 Long 125°11" E

Sick Report 21 men

Saturday Octr 4th 1845

During these 24 hours made and shortened sail to moderate breezes and pleasant weather. Sail makers employed making a mizzen top gallant sail. At 9 and sunset mustered the crew at quarters. Carpenters employed. Pumped ship out

Water made these 24 hours

Distance

Lat 21°32' N Long 124°55' E.

Sick Report 23 men

Sunday Octr 5th 1845

During this day, Made and shortened sail to a fresh breeze as the wind as was necessary. Split the fib hauled it down, Set the foretopmast stay sail. Parted the fore tack hauled up the foresail. Split fore top mast stay sail [illegible] the main top sail sheet in two different places

Water made these 24 hours

Distance

Lat 22.52 Long 123.50' E

Sick Report 24 men

Pacific Ocean
Monday, Oct. 2d 1848

During this day moderate breezes and cloudy. Kept and shortened sail as occasion required. Rove new Fore topsail and Main topsail braces. Exercised the third division of great guns, to muster and at 9 mustered the crew at quarters. Exercised the first division of small armed men. Turned out all reefs.

Water made these 24 hours

Distance

Lat. Long.

Sick Report 21 men

Tuesday Oct. 3d 1848

Commences with moderate breezes and passing clouds. Land in sight, bearing the N.E. & W. at 9 am and 5 pm inspected the crew at quarters. Stranded the fore stay sent it down and repaired it, at daylight, land in sight to the W. Made and shortened sail as occasion required.

Water made these 24 hours

Distance

Lat 24.37 N. Long 125.02 E

Sick Report 21 men

Wednesday Oct. 4th 1848

During this day [illegible] moderate breezes and passing clouds. Saw [illegible] Compass N.E. by E. At 5.30 Inspected the crew at quarters. Made and shortened sail as occasion required, at daylight, turned the [illegible] of the Telegraph. Employed in beating to windward. Experienced a current setting to the S.E. Water made these 24 hours

Distance

Lat 24.45 Long 125.55 E

[illegible] Long 32 men

Pacific Ocean

Thursday October 9th 1845

During this day light breezes and hazy weather. Made and shortened sail as occasion required. Sail makers employed in making a new fore topgallant sail. Ship under Royals and flying K't. At sunset ordered the crew at quarters. Ends cloudy. A great quantity of timber seen around the ship, some pieces as large as a hogshead cask. Water made these 24 hours

Distance

Lat 24.43 N Long 12h 36 E

Sick Report,

Friday October 10th 1845

During this day moderate breezes and pleasant weather. Sailed in top gallant sails to royals. At first the spanker. Made and shortened sail as occasion required. Land in sight bearing per compass N by E. During the day reefed the topsails. A great quantity of pumice stone floating past the ship

Water made these 24 hours

Distance

Lat 25° 53' N Long 12h 53' E

Sick Report 25 men

October 11th 12th 13th 1845

Moderate breezes and pleasant weather great quantity of pumice stone floating on the water. Ship under studding sails. Land in sight bearing N by W to W ½ W. Mustered the crew at quarters at sunset

Lat at noon the 11th 12th 13th

Lat 27° 17' N Long 129° 24 E

Sick Report 22 men

Pacific Ocean

Oct^r 14^th 15^th & 16^th 1845

Oct^r 14^th Several islands in sight. Ship under all drawing sail pumped ship out. Exercised small armed men. 15^th Split the fore top sail, during the night squally divided reef the top sails, wear and shorten sail as occasion required. 16^th Squally with heavy rain at times the usual quarters, quantities of Jurnice still seen. Part the ship's ship under standing sails

Sat. made each 14^m 15^h 15^h

Distance

Lat 29.° 24' N Long 135.° 55' E

Sick Report

Friday Oct^r 17^th 1845

Commences with light airs and clear pleasant weather. Unbend the split fore topsail and bend another, Exercised the 4^th divisions of great guns and the small armed men of the 5^th with muskets. Ship under Starboard steering sails. Made and reduced sail as occasion required. Quantities of Jurnice seen occasionally

Water made these 24 hours

Distance 81 miles

Lat 29.° 35' N. Long 136° 05' E.

Sick Report.

Saturday Oct. 18^th 1845

During this day moderate breezes and pleasant weather. Saltpeter pork begin to issue. Ship under all standing sails. Wore ship and reduced sail as occasion required, Pumped ship every [illegible] Exercised the great guns & [illegible] exercised the crew at quarters. Saw many Sea birds Albitrosses & Mother Carey's Chickens near the ship

Water made these 24 hours

Distance 186 miles

Lat 31.° 20 N Long 138° 35 E

Sick 11. Lost

Pacific Ocean

Sunday Oct 19th 1845

During this day moderate breezes with occasional squalls of wind and rain. carried away the Starboard after guy and fore studding sail outhaul, hauled out the lizzard, topped the boom as high as the spritsail yard, rove the after guy, and got the boom aft in its place. Mustered the crew at quarters, Carried all hands to muster and performed divine service. At 8 P.M. discovered a small island bearing E by S per compass

Water made these 24 hours

Distance 81 Miles

Lat 31° 33' N Long 139° 30 E

Sick Report

Monday Oct 20th 1845

During this day moderate breezes and clear pleasant weather first part. Got fresh gales and squally, Italassie in sight ahead. Reduced sail to double reefed fore and main topsails Split the main spencer. A very heavy sea on. Ships rolling on the Gun deck leaking a little in the water ways, but riding comfortably in the rough sea, saw a lot of pumice stone floating like a wharf at a distance.

Water made these 24 hours

Distance 219 miles

Lat 03° 15' Long 143° 48' E

Sick report 21 men

Tuesday Oct 21st 1845

Commences with heavy gales and cloudy weather, Ships under, topsail close reefed) A heavy sea running, Saw a great many sea birds. Secured the guns fore and aft. Saw a fin back whale which followed the ship on her course so. Ends with moderate breezes and clear weather, Pumped ship each watch twice during the day Employed variable winds and fair Water made these 24 hours Distance 82 miles

Lat 38° 18' N Long 151° 49 E Sick Report 23 men

Pacific Ocean

Wednesday Oct. 22d 1845

Commences with moderate breezes with [illegible], sails in company, [illegible] at 4 pm. blowing heavy took a third reef in the lg sails furled the mizen, lowered the spanker, furled the main sail reefed the fore sail. Set up the Starboard main rigging and lifts main back stays. [illegible]

Water made these 24 hours

Distance 129 miles

Lat 33°40' N Long 149°00 E

Sick [illegible] 24 men

Thursday Oct. 23d 1845

During this day, a fresh gale and cloudy, a very heavy sea running. Pumped the ship out twice during the day. Turned the [illegible] of the crosses and set them. Day [illegible] and pleasant, sent up the royals, At sunset [illegible] at 9 pm. reefed the main at gentler. Unbent the mizen lg sail and [illegible]

Water made these 24 hours

Distance

Lat 31°14 N Long 150°.38 E

Sick Report 24 men

Friday Oct. 24th 1845

During this day moderate breezes and clear pleasant weather, Made and reduced sail as occasion required, A heavy head sea. At Sunset [illegible] at 9 pm. reefed the fore at 9 gentler, At 5 [illegible] the sands ahead in the water, Exercised the 4th division at the great guns, Ends clear.

[illegible]

Water made these 24 hours

Distance

Lat 32°.48'. N Long 151°.52' E

Sick Report

Pacific Ocean

Saturday Oct. 21st 1848

During the day light airs and fine pleasant weather, Made and shortened sail as occasion required. Passed a quantity of pumice stone and a log of driftwood. At 5.30 pm inspected the crew at quarters. This pumice stone & drift wood we caught in long lines running near N & S and have frequently observed, Sea weed, drift wood in similar lines

Water made these 24 hours

Distance

Lat 34°31' N Long 155° E

Sick Report,

Sunday Oct 22d 1848

Commences with moderate breezes and cloudy with rain. Set lofgallant sail. At 10 Read the morning service. Inspected the crew at quarters as usual. Bent a new top Gallant sail. Passed a small quantity of floating pumice

Water made these 24 hours

Distance 130 miles

Lat 34.15 N Long 158.

Sick Report

Monday Oct 23d 1848

During this day first part moderate breezes and pleasant latter part light airs calms and cloudy At Sunset and at 9 am Inspected the crew at quarters. Ship under all starboard standing sails

Made and shortened sail as occasion required. Exercised the 1st division at the great guns and 4th division of small arms men

Water made these 24 hours

Distance 21 miles

Lat 33°53' N Long 158°51' E Sick Report

Pacific Ocean

Tuesday Oct 28th 1845

During this day fresh breezes and pleasant. Running & running
Pumped ship out twice during the day. Exercised the small armed
men of the 2nd division. At 9 and at sunset inspected the crew at quarters
Employed about ship

Water made these 24 hours
Distance 175 miles
Lat obs 34°34 N Long 162.39 E
Sick Report

Wednesday Oct 29th 1845

Commences and continues with fresh breezes and pleasant
weather, [illegible] Pumped ship out twice during the day. At sunset
and at 9 AM mustered the crew at quarters. Employed in all
[illegible] sails

Water made these 24 hours
Distance 251 miles
Lat obs 35°38' N Long 167°02' E
Sick [illegible]

Thursday Oct 30th 1845

Commences with fresh breezes and cloudy weather.
At sunset and at 9 am. mustered the crew at quarters
Ship [illegible] Employed [illegible] sails. Exercised the
[illegible] of small arm men. Carried [illegible]
[illegible] Employed [illegible]

[illegible]

Pacific Ocean
Sunday October 31st 45

Commences with moderate breezes and cloudy
Ships under Sails and Fib. Stays[illegible] the Fore Sail
Gallant sail and bent another in its place. Parted the
[illegible] Gallant Stay, [illegible] and bunted it. Stowed the
[illegible] Employed [illegible] Water [illegible] Rear and
[illegible] from the Pumps, Employed about
ordinary duties during the day

Water made these 24 hours
[illegible]
Lat obs 33° 08' N Long Chro 173° 11' E
[illegible]

Saturday, November 1st 1845

During these 24 hours, the first part moderate breezes. Middle
part fresh breezes and cloudy with a heavy head sea, Ship under
double reefed fore and main topsails on a wind, At 4 AM
wore ship, Ends with fresh gales and clear pleasant weather
Exercised the 2d division at the great guns and the 4th at small
arms Ship under fore top mast studding sails

Water made these 24 hours
[illegible]
Lat 34° 11' Long 174° 38' E
Sick Reports 25 men

Sunday Nov 2d 1845

During this day moderate breezes and pleasant weather
Loosed Main Royal yard and got the sail [illegible]
[illegible] occasion required, Squared yards, Parted the [illegible]
and Mustered the crew, Parted [illegible]

Pacific Ocean.

Sunday, November 2nd 1845

During this day fresh breezes and cloudy. Ship under all studding sails, during the first [illegible] stood in and [illegible] a very heavy sea, Squally appearances, reduced sail to [illegible] foresail and spanker, Mustered the crew at [illegible] as usual Punished Richard Basson (OS) for being [illegible] in the [illegible], [illegible] all studding sails, Braced and [illegible] sail as occasion required, crossed the 180° Meridian of Long from Greenwich.

Water made this [illegible]

Distance

Lat 35°52 N Long obs: none

Sick Report 25 men.

Monday, November 3rd 1845

During the [illegible] Ship under Larboard [illegible] and Topsail, [illegible] as occasion required, [illegible] the fore and main [illegible], [illegible] down the old fore topmast studding sail boom and sent up a new one in its place at sunset and at 8 PM mustered the crew at quarters [illegible] Lat at Noon 4 obs of [illegible]

Water made these 24

Distance 228 miles

Lat obs 35°.55' N. Long 173.22 W.

Sick Report 25 men

Rough Log

Tuesday, November 4th 1845

During this day heavy gales with squalls of great violence running very high, At 5 P.M. struck by a heavy squall, parted the fore sheet, strung the fore yard slightly, carried away the fore chain gammon (some how or other broke the chain before doubling over the cathead, first one) & carried off the jib and parted it, also carried the fore and main top-sails. Got the main topsail close reefed & the boat ropes carried away all the running rigging except the weather main tackle, close down the Gaff stowing sail & bends gammed of the yard passed the end up abaft and close spilled, furled up and furled the remnants of the sail

Water made these 24 hours

Distance 221

Lat obs: 34° 42' N. Long Chro: 168. 55. W

Dick Bedford

Wednesday, Nov 5th 1845

During this day employed getting the main yard down and unbending the main topsail & bending on the spare one. Turned out the watch & set the main topsail. During the night watch turned out & set the main topsail. Close reefed it. Hove to & shipped a sea. Pumped ship out twice during the day

Water made these 24 hours

Distance 271 miles

Lat obs

Long Chro

Dick Bedford

Pacific Ocean

Thursday, November 5th 1863

During this day moderate breezes and clear pleasant weather, Heads and reduced sail as occasion required, Ship under Starboard topsails & studding sails, Exercised the Third Division of great guns and the fifth division of small arms, Ends clear and pleasant, Ship steering upon the Starboard tack under all plain sail

Watch made three 24 hours

Distance 1[illegible]5 Miles

Lat obs Long by Chro

Sick Report, 26 men

Friday November 6th 1863

During this day moderate breezes and pleasant weather, Ship under all plain sail All hands and [illegible] mustered the men at quarters Exercised the 4th Division of small guns and the 5th at small arms of the 3d Division at 4.30 pm Charles. E. Clyde (Pilot Marine) departed this life. Ship under top mast studding sail during part of the day, Ends clear and pleasant

Watch made three 24 hours

Distance 122 Miles

Lat by Obs

Long Chro

Sick Report 25 men

Pacific Ocean

Saturday, Nov 8th 1845

During these 24 hours moderate breezes and pleasant weather. At 2. PM. called all hands to bury the dead and committed the body of Charles S. Hyde (Ship's Boy) to the deep. Ship on a wind under all plain sail. Made and reduced sail as occasion. Sail maker employed in making a new Main topsail. Fired 13 guns round from the great guns

Water made these 24 hours

Distance

Lat obs Long by Chron.

Sick Report 27 men

Sunday Nov 9th 1845

Ships on a wind under Royals and flying jib. Made and reduced sail as occasion required. Punished ship and At sunset all hands at 8 p.m. called the men at quarters. At 10 a.m. called all hands to muster and performed divine service. Punished two men for neglect of duty.

Water made these 24 hours

Distance

Lat obs Long by Chro Sick Report

Monday Nov 10 1845

During this day moderate breezes and pleasant weather Made & reduced sail as occasion required. Sat under double reefed fore and main topsails, Fore sail and main trysail with fore topmast staysail. During the day turned one reef out of the fore & main topsail and set the ringer

Water made this 24 hours

Pacific Ocean

Tuesday November 11th 1845

During this day alternately moderate and light breezes, turned out all reefs. Ship hauled on the wind. Trimmed Royal yards and set the sails. Made and reduced sail as occasion required. Pumped ship each watch. At sunset called all hands to muster at the main of quarters. Exercised the Second Division of small armed men. A very heavy swell from the N.E. and E.

Jacked Ship twice during the day.

Water made these 24 hours.

Distance

Lat obs Long by Chron

Wind Squalls

Wednesday Nov.r 12.th 1845

During this day made and shortened sail as occasion required. Unbent the main sail and bent another in its place the same and at 9 am mustered the crew at quarters. Exercised the 2.d Division of small armed men. At 5.h Saw a sail on the Starboard quarter steering the same course as we were steering. Set the Royal and flying Jib and hauled up on the Starboard tack. Pumped ship and

Water made these 24 hours

Distance

Lat by obs

Long by Chron

Wind Squalls

Pacific Ocean.

Thursday, Nov^r 13^th 1845

During this day clear pleasant weather. Crew variously employed. Sent watch employed repairing main sails Inspection repairing boats. At sunset and at 9 P.M. mustered the crew at quarters. Ship on a wind on a wind under regals and flying Jib. At 8 P.M. backed ship & Pumped ship out

Water made these 24 hours

Distance

Sat. by Obs Sang by Chron Sick Report.

Friday Nov^r 14^th 1845

During this day light variable winds and pleasant weather a fair wind. Ship under Stay^s sails and topmast & Lattant studding sails. Part of the watch employed in repairing the mainsail Mustered the crew at quarters as usual

Water made these 24 hours.

Distance

Sat Obs Sang Chron Sick Report

Saturday, Nov^r 15^th 1845

During this day moderate breezes and pleasant weather. Made all [illegible] sail as occasion required. Employed [illegible] and [illegible] Painting, Variously. At 8^h A.M. beat to Quarters and the 3^d division of small arms men. Ship under Regals. At 8 P.M. [illegible] At 9 P.M. Mustered the crew at quarters. During the night variously employed. Furled the mainsail. Single reefed the mizen topsail.

Water made these 24 hours

Dist —

Sat obs

Sang. Chro

Sick Report

Pacific Ocean

Sunday November 15th 1845

Commences with moderate breezes and hazy weather; At 5.30 P.M discovered the island of Mowee bearing on the larboard bow. Bent the larboard chain. Reduced sail to Royals At 10.30 single reefed the fore and main topsails and double reefed the mizzen, single reefed the Spanker and hove to with the main topsail to the mast. At daylight made the island of Oahu. Made sail on the larboard tack At 10.30 stood in and came to off Honolulu in 25 fathoms water, muddy bottom. Sent and found bearing for town bore E.S.E 3/4 E Large Island N.W.E veered to 12 fathoms.

Water made these 24 hours

Sick Reported

Off Honolulu

Monday, Nov. 17th 1845

Sent down top gallant and Royal yards. Saluted the American flag with 21 guns which was returned gun for gun from the shore. Received fresh provisions for the crew. Hoisted out the 1st and 2d cutters, and sent the 1st cutter in charge of the master for water

Water made these 24 hours.

Tuesday 18th 1845

Moored ship in 8 fathoms. Hoisted out the launch & Cutter for the use of the American Consul with 9 men. Saluted Sent Miller H.B.M. Consul with 9 guns with the English flag at the fore

Water made these 24 hours

Sick Reported 25 men

Off Bermuda.

Wednesday, Nov^{r} 19th 1845

Punished Ten of the Launches for drunkenness and disobedience. Launch and 1st Cutter employed in watering Ship. Water made these 24 hours.

Sick Report 11 men.

Thursday, Nov^{r} 20th 1845

Punished three Seamen (OS) for disobedience of orders. Mr Brown Commissioner of the U.S. visited this Ship, saluted with 11 guns. Painters painting Ship outside. Hands employed

Water made these 24 hours

Friday Nov 21st 1845

Hands from the Yd. Employed in provisioning and watering Ship. Punished Samuel Chichester (1st Class) and Henry Shaw (OS)

Water made these 24 hours

Sick Report 20 men

Saturday Sunday Nov 22nd & 23rd 1845

Hands from the Yd. & Watering. Mr Samuel Lawson performs Divine Service on board this Ship

Employed in hauling Ship on side

Off Honolulu

Monday, November 24th 1845

Light breezes from the S.E and E.S.E and clear pleasant weather. Several Whale Ships in the offing. Launch and first boats employed in watering ships. The Governor of Oahu visited the ship, saluted him with 15 guns and furnished two pilots Mills for his entertainment. Shipped William Sylvester 1st Class Boy

Water made these 24 hours

Sick Report

Tuesday, Nov. 25th 1845

Light variable breezes. Rec'd fresh beef and vegetables for the crew.

Water made these 24 hours

Sick Report 21 men

Wednesday, Nov. 26 1845

Moored from the W.E and clear pleasant weather. Visited by Governor Horace Hill (Sandwich). Several employed in watering ships.

Water made these 24 hours

Sick Report 21 men

Thursday, Nov. 27th 1845

Received water and provisions for the ship. Moored

Water made these 24 hours

Sick Report

Off Stonehaven

Sunday November 29th 1840

Commences with moderate breezes from the S.E and W.S.W a heavy sea setting in wind increasing with squally appearances At 1.30 P.M. let go the larboard bower, veered to 58 fathoms on Starboard cable and 110 on the larboard, At 2. pm lowered top-gallant masts, cleared away both sheet anchors, bent the sheet, cable to the Starboard, and the stream to the larboard Anchors. From 4 am to 4 pm fresh gales and cloudy Wm Sh carried away the stern frame of the 1st cutter, got everything on board & secured them for the night, At 8 pm parted the Starboard chain 8 fathoms from the hawse, about 50 fathoms gone with the anchor. Let go the Starboard sheet anchor, Day ends moderate breezes from the N.W with showers cleared the Launch and hove up the sheet anchor from the palm, gone, fiddled Top gallant masts. 2nd & 4th cutter dragging for the Anchor. Shipped G. R. Morley (1st class Boy)

Water made these 24 hours

Sick Report

Saturday Nov 29th 1840

During this day moderate breezes from the S.E with squally appearances let a boat go from the stone house at 5 pm let go the Starboard anchor and veered to 47 fathoms chain veered to 110 fathoms on the larboard chain. Bent the sheet cable to the Larb sheet anchor, got up the stream anchor and bent the stream cable, Wm hauling to the N.W hove up the

shed anchor. Hove up the bower. Made sail to top gallant sails and stood off and on the land, at sunset single reefed the topsails Discharged a Pilot.

Water made these 24 hours
Sick Reported

Off Honolulu
Monday, December 1st 1845

Made for the Is^d standing off and on the land. Secured the boat, another on the wrist, got the steering oar over the boys and bent the Starboard chain.

Water made these 24 hours
Sick Reported

Tuesday, Dec^r 2^d 1845

Off in the boats, Beg to all night, Ceased to have got a shore

Water made these 24 hours
Sick Reported

Wednesday Dec^r 3^d 1845

[illegible] All hands employed from the N^o & C^o and pleasant standing off and on in Honolulu Bay, at 4.30 pm discharged the Pilot and filled away, hove to quarter boats and chain guns, Secured the anchors. At 6 pm East point of Oahu isle bore by compass N. by E^t and Diamond point bore nearly N. At 10 pm. tacked ship to the N^d & E^d At 8 pm wind to port, Port watch in, Starboard watch on deck. At 12 pm the extremities of Oahu isle bore by compass SSE & S by W & W Pumped ship out

Water made these 24 hours
Distance
Lat 21.50 N
Long 157.47
Sick Reported

At Sea. December 4th 1845

During this day moderate and light breezes & cloudy weather cloudy. Furled the reefs outs of the topsails and shortened sail in sight to the N.W. at 6 hooked the [illegible] to the S.W. & E. Hove to under Reefs and Storm Sail. Tore one Sail stay made and reduced sail as occasion required Pumped ship out Exercised the crew at quarters as usual.

Water made since 24 hours
Distance 91 miles
Lat obs 23.07
Long by Chro 158.52
Sick Report 32 Men

December 5th 1845

During this day moderate breezes and cloudy weather [illegible] Reefs & Storm Sail as occasion required. At 4 P.M. hooked the Sail to the N.W. & E. Reefs and Storm Sail Hove to under Reefs and Storm Sail [illegible] Pumped ship out Exercised the crew at quarters. Exercised the 4th Division at the great guns

Water made since 24 hours
Distance 97 miles
Lat by obs 24° 25'
Long by Chro 159° 11'
Sick Report 31 men

December 6th 1845

During the day made and reduced sail as occasion required. At 4 P.M. hooked the sail to the N.W. & E. Reefs and Storm Sail Hove to under Reefs and Storm Sail Pumped ship out Exercised the crew at quarters

Water made since 24 hours
Distance 97 miles
Lat by obs 25.41
Long. Chro 159° 1'
Sick Report 29 men

At Sea Sunday Dec 3d 1843

Light airs & fine pleasant weather. Made sail as occasion required. Reading the Articles of War &c. At 9 AM. performed Divine service and mustered the crew, read the Articles of War, and an act of Congress relative to Boys and Apprentices. Pumped Ship out

Water made these 24 hours
Distance
Long by Obs
Lat by Obs 27° 44' N
Long. by Chro. 160° 14' W
Sick Report 30

Monday Dec 5th 1843

Commences this day light airs and pleasant weather. Made and shortned sail as occasion required. Ended Ship's At 10 AM. called all hands to Muster and performed divine service, read the Articles of War, and an act of Congress relating to the enlistment of Boys for the Naval Service. Pumped Ship out twice during the day.

Water made these 24 hours
Distance 98 miles
Long Obs 160.30 W
Lat Obs 29° 32 N
Sick Report

Tuesday Dec 6th 1843

Commences with light variable airs & pleasant weather. Ship under all plain sail. At 9 AM. mustered the crew at quarters, Exercised the 1st Division at the Great Guns, transported the spare anchor to the forecastle.

Water made these 24 hours
Distance
Lat Obs 31° 1' N Long 160° 41' Sick on board 30 men

At Sea, Dec 10th 1845

During these 24 hours Moderate breezes and cloudy
[illegible] to the N.E. under all plain sail. Reduced and
Made sail as occasion required, At 9 A.M. [illegible] the crew
at Quarters, and exercised the 3d Division at the Guns and
the 4th Division Small Arms

Water made these 24 hours
Distance
Lat Obs 32°.52'N
Long Chro: 157°.57' W
Sick Report 37 men

December 11th 1845

During this day light breezes, and clear pleasant weather
[illegible] inspected the men at quarters, At 9 A.M.
Exercised the crew at General Quarters, [illegible] under all plain
sail steering to the N.E

Water [illegible] these 24 hours
Distance 75 miles
Lat Obs 33°.52'. Long Chro: 157°.57' W
Sick Report 37 men

Decr 12, P.M. 1845

During this interval light and moderate and clear
hazy weather, Employed caulking water ways and making
[illegible] Unbent the fore sail. Bent the head of the Main
Top Sail sail unbent it, and bent another. on the 14th took in all
studding sail, Double reefed the topsail and single reefed the
[illegible]

Water made these 24 hours

December 15. 16. & 17th 1845

During the above interval Fresh Gales and thick cloudy weather [illegible] Hove to [illegible] Parted the Stop[illegible] Split the Jib, Clewed up and repaired it. Got the Fore top sail, split it, unbent it and [illegible] close reefed. Split the Fore sail unbent it and [illegible] close reefed, Ends with Fresh gales and [illegible]

Water made

December 18, 19, and 20th

During the above interval [illegible] with driving rain and Squalls sent down top gallant yards. Got the main gear secured them to the mast head and set them up in the main chains, Set up the Gallant yard rope for a preventer back stay from the Main top Gallt Mast head. Split the fore sail and Main Spencer, a very heavy swell and steong wind from the N.E. & E.ly Set up the Main riggins. On the 19th Squared yards, hauled up & out, and set both the fore topmast staying sails.

Water made

Dec. 21st 1845

[illegible] with rain and Squalls. At noon at 2 P.M. made sail to the W.S.W. cleared up and packed the fore top sail cleared reefed and packed the Trigate topsail, Split it and hauled the reef out got topsail to Rights. Set Main & fore topgallant studd. sail

Water made three Gallons

Lat. 38°.34'

Long. 131°.52'

At Sea, Monday, December 2[illegible] 1[illegible]

Commences with fresh breezes and pleasant weather with a [illegible] sea. Set in all steering sails, Double reefed the fore & Main and close reefed the Mizzen, At 8 pm fresh gales called all hands close reefed and furled the Mizzen and took the third reef in the fore and Main top sails, At mid close reefed the fore and Main topsails furled the Main sail and fore topsail, At daylight a heavy sea pooped the Main topsail unbent the fore topsail stay sail, Shift over reefed [illegible] and Main sheets, Bent and set a spare Fore topmast staysail

Water made these 24 hours

Distance 128 Miles

Lat 24 38.37 Long Obsd 126.55 Sick [illegible] 39 [illegible]

Tuesday Dec 3[illegible] 1[illegible]

During these 24 hours fresh gales and cloudy with a heavy swell, At 5 pm set the Main topsail close reefed At 1.30 am set the fore & Mizzen topsail close reefed, Unbent the main & mizzen topsail and bent them in their places, Shifted the Cannonades on the quarter & the gangway to the [illegible] and [illegible] [illegible] [illegible]

At Sea Wednesday Dec. 24th 1845

Lying not under sails and steady wind & fair. Ships under close reefed topsails, close reefed fore sail and main sail & a very heavy sea on, Ballance reefed the Spanker. Day ends with thick misty weather with rain. Pumped Ship out twice during the day. Made and reduced sail as occasion required

Water made these 24 hours
Distance
Lat Long. Sick Report 42 men

Thursday Dec. 25th 1845

Christmas day commences with strong breezes and squally rainy weather. A heavy swell on. Wore Ship to the W.d. Furled three reefs out of the topsails and one out of the Fore sail, lowered top gallant yards. Made and reduced sail as occasion required.

Water made these 24 hours
Distance
Lat Long. Sick Report 42. men

Dec.r 26th, 27th & 28th 1845

During this interval fresh breezes and thick hazy weather Ship under close reefed topsails most of the time. On the 27th discovered land on the Starb.d bow, High land in sight to the S.W & W. Distt 35 miles. Made a head bearing S.S.W. Days with light airs and hazy weather. Ship under T.G.sails & T. Gall.t sails. Pumped Ship out twice a day Unrigged Royal yards

Water made

At Monday December 29th 1845

During this day fresh breezes and cloudy weather Land down Point Lobos, single reefed the topsails, found a current set us to the southward, at 8 AM took in 2d reef in the Foresail and Main sail, Land in sight to the N.E. & E. Pumped ship out

Water made these 24 hours

Lat Long Distance Miles. Sick Reported 8

Commences 30th & 31st 1845

During these 48 hours. Moderate and light breezes with clear pleasant weather. At 6 AM Loosed sails & set the crew at quarters. Land in sight to the E. dist 20 miles. At sunset a point of land supposed to be Point Pinos bore us E. by S. dist 8 or 9 leagues. Point Pinos bore East, At Meridian the most Northern land in sight bore N 10½ W. the most Southern point S.E. by E.

Water made these 48 hours

Lat 36° 48' N. Long 122° 22' W Sick Reported 44 Mess

Off Monterey January 1st 1846

Commences with light breezes and pleasant, sent the 1st Cutter with Lieut Pinkney & Midshipman Selfridge on board the Town of Monterey, Got a cast of Lead 28 fathoms water sounded 5 fathoms Double reefed the Fore & Main and close reefed the Mizzen topsails, At 11 PM taken aback, braced around on the Starb tack Pumped all reefs out of the sails and set top gallant sails, Fourth Cutter returned

Water made these 24 hours

Lat 36° 02' N Long 122° 40'

Sick Reported 41 Men

At Sea, Friday January 2nd 1846

Spliced the Main Brace, At 4 point Saw Sur compass
1/2 E. Ship under Starb'd Studding sails. Hauled out the
chain the anchors on the bow and payed it low, Examined the
crew at quarters [illegible] Opened a Bale of blue Flannels and
found them damaged. At 2 p.m. Saw Point Sur bearing E.S.E.

Water made these 24 hours

Lat 35°31' N Long 122.34'10 Sick Report 39 men

Saturday Jan. 3rd 1846

Commences with moderate and fine breezes alternately,
Wind in sight to E. Took departure from Point Sur
Squared yards. Ship under Starb'd Studding sails. Pumped
Ship out twice during the day. Opened a Bale of blue flannels
found them damaged.

Water made these 24 hours

Lat Long Sick Report 38 men Distance

Sunday, Jan'y 4th 1846

During this Day fresh & Moderate breezes alternately [illegible]
under all Studd Sailing sails. At daylight land in sight on
the Larboard bow. At 8.30 [illegible] Rock and Shoal a head
hauled off. Lat of Rock & Shoal 33°23' N Long [illegible] W. made all
sail before the wind, At 11.30 took in the Starb'd Studding sails
at Sunset and at 9 am. Mustered the [illegible]

Lat made these 24 hrs

Distance

Lat

Long

Sick Report

At Sea, Monday January 5th 1846

Throughout these 24 hours light breezes and pleasant weather, At 4.30. P.M discovered a reef with heavy breakers, bearing E.N.E dist 10 miles, Bent the Last Cable, Took in all Studding sails At 9. Mustered the crew at quarters. Set all the Starb'd Studding sails Exercised the 1st Division, at the great guns Wore and tacked ship as occasion required.

Water made these 24 hours

Distance miles Lat 30°29' Long 118°38' W Sick 11, Port 43 men

Tuesday Jan'y 6. 1846

During this day moderate breezes and clear pleasant weather Ship under all studding sails. The island of Guadaloupe in sight to the N.W & E'n. At 8 A.M. the east end of Guadaloupe bore, in compass N.W by West and W.S.W 4 M. At sunset kept at 9 mustered the crew at quarters. Exercised the 2nd Division of small armed men and the 3rd Division at the great gun

Water made these 24 hours

Distance miles Lat 28°10' N Long 117° 18' W Sick Report 39 men

Wednesday Jan'y 7th 1846

During this day moderate breezes and pleasant weather Light Thick or fog at times. Saw several Whales and a large quantity of Birds, At 9 A.M took in all the Studding sails and braced sharp up on the Starb'd tack, Ship under all plain sail, and [illegible] the main & fo. Gallant yard, ropes. Punished two men for fighting Inspected the crew at quarters.

Water made these 24 hours

Distance Miles

Lat 26°.09' N

Long 115° 15 W

Sick Report 42 men

At Sea, Thursday, January 8th 1846

Clear, pleasant weather, saw a blue sky with a few drifting clouds, at sunset and at 9 AM mustered the crew at quarters. Ship under all plain sail. Tried experiments on the flannel, felt and India rubber cylinders, found that the cylinders with the latter always stuck fast to the bottom of the gun, the flannel and felt were better, and it is probable that the felt was the best, but there was but little difference between the flannel and felt. Got a cast of the Lead but found no bottom

Water made these 24 hours

Distance

Lat 24°.33' N Long 113°.46 W Sick Report

Friday, January 9th 1846

Got a cast of Lead no bottom, Land in sight to the E. Clear, pleasant weather. Ship under Sail. Studding sail part of the day. Exercised the 4th Division of small arms men and the 1st division of the great guns. Inspected the crew at quarters as usual, reread Articles of Wars, saw to day also a great number of Birds. Ends pleasant. Ship under all plain sail

Saturday Jan.y 10th 1846

Commences calm, ends with light breezes and clear, pleasant weather, at 3. PM Set all the Sail.s Studding sails, at 5 PM took them in and braced up on the Sail.s tack, At sunset a sail in sight to the [illegible] Light to the 5th Employed rigging a purchase to get the patent anchor of the forecastle onto the bow. Inspected the crew at guns as usual. Ship out.

Water made these 24 hours

Distance

Lat 23°. 1'. N.

Long 111°.24' W

Sick Report 39 men

In the Sea, Sunday Jan.y 11th 1846

Hove under our Lower Studding sails, Set the anchor watch, and in sight on the Starb.d bow, the Light House which is in sight under American colors made Cape St. Lucas. Hoisted our colors in return, At 10 am called all hands to muster (but did not muster) Set watch, Prayers

Water made these 24 hours

Distance

Lat Long Lat. Dep.

Jan.y 12.th 1846

Commences with light airs from the S.th and clear. At sunset and at 9 inspected the crew at quarters Sent a boat to board several vessels at anchor under Cape St.t Lucas, At dark Burnt a blue light and fired a gun. Boat returned having boarded the American Whale Ship St. Laurence Lying Harbour, Punished two men for fighting and one for Gambling

Water made these 24 hours

Distance

Lat 22°, 51' N. Long 109°, 51' W. Lat. Dep.

Tuesday Jan.y 13.th 1846

Having had clear and pleasant, Ship under Starb.d Studding sails, a sail in sight to the W.d a number of whales and the Land in sight, a sail to the N.d Land at daylight to the E.d the Starb.d bow, At sunset and at 9 inspected the crew at quarters, Pumped Ship two hours during the day

Wednesday Jan.y 14th 1846

Commences with moderate breezes from the S.W & S. and squally, Double reefed the Top sails and single reefed the Spanker At 10 Sounded in 51 fathoms water soft muddy bottom, At 6.30 pm. moderate, At 7.30 tacked Ship to the S.W.ward found in sight bearing S.E by E, Discovered the American Squadron at anchor in Mazatlan Bay, saluted the Broad Pendant of Commodore Shubrick with 9 Guns

Water made these 24 hours Sick Report

Distance miles Total distance p.r Log 38.20 Miles

Thursday Jan.y 15th 1846

Standing for the Anchorage of Mazatlan, During this day light airs and clear pleasant weather, At 1.40 clewed up and came to with the Starb.d Anchor in 10 fathoms water, sandy bottom very uneven veered to 14 fathoms Moored with the following compass bearings viz outer Rock S by E, N.W extremity of Lobos Island W by S 6 or 7 E, the N.E extremity of the S.E Island in sight bearing W by N Lighthouse Easton W by S. Veered to 20 fathoms chain, Moored Ship, 4 3/4 fathoms on the Starb.d and 3 fathoms on the Port.

Water made these 24 hours Sick Report

Friday Jan.y 16, 1846

Ship's Company, Boats and Officers at anchor in the Bay, Received orders for a Board Boarded the English Sloop and Brig of War at anchor here viz the Juno and Dolphin

Water made these 24 hours

Sick Report 28 men

Saturday Jan.y 17, 1846

Moderate this day light airs and pleasant weather, Commodore Shubrick Hoisted 13 1 to the Fore. Sick Report [illegible] Men

Water made these 24 hours

At Anchorage Hayatlan

Sunday [illegible] 1846

[illegible] E. with calm Fresh Breezes [illegible] day

[illegible] divine service and Mustered the crew Sick [illegible]

Water made these 24 hours

Monday Jan. 19. 1846

Commences with Moderate breezes and clear weather [illegible] S.W. & S.E. with heavy squalls and rain [illegible] Sent the Sick ashore and the Steam Pumped a number of men for various offences. Loosed sail according to signal [illegible] inspected the crew at quarters

Water made these 24 hours

Tuesday Jan. 20 1846

During this day moderate breezes and clear pleasant weather, Sent a number of Sick ashore, a number of Coopers and Carpenters from the various ships in the Squadron at work Caulking the waterways.

[illegible] made these 24 hours

Wednesday Jan. 21

During this day Moderate breezes from the N.W. and clear pleasant weather. H. B. M. Frigate Talbot arrived and anchored off the town. Several sail in sight in the offing. Loosed sail to dry

Water made these 24 hours

Thursday Jan. 22. 1846

Men of War Cyane in sight in the offing. Launch [illegible] Cutter [illegible] Sent [illegible] the Ship

Water made these 24 hours

Magellan Harbour

Friday January 23rd 1846

Half masted the Colors in observing for the Death of the President Harrison, 24th Employed in various duties. Served out provisions for the crew, Punished two men for drunkness. 25th Employed caulking Ship, Loosed and Furled sails, Departed this Life, 26th the English Brig drifted foul of us and Stove the Fore mast Boat in, for repairs Employed caulking Ship

January 27th 1846

Fresh winds from the S.E. & E.S.E. with a heavy swell. The Capt. Mate and Steward went on board the Brig with Boats for Letters &c.

January 28th 1846

Winds from the N.E. & E.S.E. and cloudy with rain, Received provisions for the crew. Punished several men for various offences, Employed in repairing ship, the Carpenter employed in repairing Boat, Departed this life Wm. Hall of the U.S. Marines, Employed in repairing Ship &c.

January 29th 1846

Commences with fresh breezes from the S.E. & E.S.E. with rain, Boats employed watering Ship, Caulking and repairing ship, Departed this life at 2 P.M.

Thursday January 30th 1846

Commences with moderate breezes with rain, Boats employed watering Ship, Caulking and repairing ship, Departed this life at one 2 P.M.

Anchorage Ingallen

Friday June 30th 1848

Light, breezes from the W.N.W. and clear pleasant weather
Rec'd fresh Beef & vegetables for the crew. Commodore made variou
[illegible] Rec'd some Sticks of wood, Painters, painting
Spar deck. Sick Report 40 men
Water made these 24 hours

Saturday July 1st 1848

Light airs from the W.N.W. and pleasant, sent a boat
[illegible] on board the Warrior, Rec'd some coal from the English Ma
[illegible] Painters painting Ships, Part of the Starboard chains
[illegible] Rec'd 45 bags of Beans
Water made these 24 hours

Sunday 2d 1848

Called all hands and Mustered the crew, Light breez
[illegible] Ships Companies; The Sloop of War Ingam made sail for Esquim
[illegible] Sent a boat on board the Fr. Steamer Cassini
Employed Caulking Ship

Monday 3d 1848

[illegible] on a funeral procession passing from the English Ship
[illegible] Fulic, Commodore made signals [illegible]

Tuesday 4th

Wind N.W and clear dry weather. Caulkers employed
[illegible] Rec'd Beans for the Sick from H.B.M. Steamer
Virginia in return for the same quantity loaned H.B.M. Steamer
Squadron Sick 41 men
[illegible] at 8 oclock on board the Ingam Punished a petty offic

with 12 lashes with the cats for smuggling liquor. Sick Petr 40
[illegible] Wind and clear dry weather. Employed [illegible]
[illegible] Boston employed painting ship. [illegible]

Sunday Oct 4 1846

Moored from the 2d Quarter Boat & Launch down to
water and filled and hoisted in the same, the
middle watch [illegible] with a party [illegible] overboard
from a vessel bound out. Punished [illegible] with 12
lashes with the cat for smuggling liquor [illegible]
to Master and performed divine service [illegible]

Monday Oct 5th 1846

Sent [illegible] in watering ship [illegible]
[illegible] and [illegible], Employed [illegible]
the [illegible] boats
Water made these 24 hours

Tuesday Oct 6th 1846

Launch and 2d Cutter employed in watering ship
American Man of War Schooner Shark and the Store Brig
[illegible]

Wednesday Oct 7th 1846

Commodore made various signals to the Squadron
at 12 M and clear dry weather, Punished several men
for various offences. Sick Report 3

[illegible]

Mazatlan Station

February 12th 1846

Recd $15.000 in the pursers department. Wind from the N.
and Var, Middle & first part from the Var
Ship Erie, Launch employed in watering ship, Sick Report 31 men
Water made these 24 hours

February 13th 1846

Light breezes from the N.W. and pleasant weather,
the Launch employed watering ship, Sick Report 29 men
Water made these 24 hours

February 14th 1846

Light breezes from the N.W. and pleasant weather,
Erie, Launch employed watering ship, Punished two men for
desertion from the Launch, by one made sig. for a Genl
Martial, Sooged & furled sails according to Signal
Water made these 24hours

February 15th 1846

Light breezes from the N.W. and pleasant weather,
all hands and performed divine service Sick Report 29
Water made these 24 hours

February 16th 1846

During this day moderate breezes from the N.W. and
fine pleasant weather, Sent a number of men to make the
various Ships of the Squadron, Recd from the Lagunas
Barrel of Salt. Sailmakers employed repairing sails
Water made these 24 hours Sick Report 28 men

Rec[d] Fresh Beef and vegetables for the crew. Employed
Water made these 24 hours

Rec[d] a Deserter from [illegible]
Water made these 24 hours

Rec[d] from Store Ship Erie a quantity of Provisions
Water made these 24 hours

Sail makers employed in making
Carpenters employed in setting up rigging
Water made these 24 hours

Punished a number of men for
Rec[d] a number of Stores in

Sick Report 40 men
Water made these 24 hours

Rio Janeiro Harbor
February 23rd 1842

The U.S. Ship Cyane got underway and warped out of the Harbour. Punished a number of men for drunkenness.

Water made these 24 hours

February 24th 1842

Winds steady and moderate from the [illegible] Punished several men for drunkness. At 9 AM inspected the crew at quarters. Sail makers employed in repairing the Sails. Water made these 24 hours.

February 25th 1842

During this day moderate breezes and [illegible] with heavy dews of an evening. Sent a number of men to the Hospital on shore. Rec'd fresh Beef and vegetables for the crew. The sickness has been increasing within the last week or two no doubt on account of the dampness of the nights & of the men. Sick Report 47 men

February 26th 1842

Winds from the W. and clear sky with [illegible] Surveyed and condemned 8 bbls beef 45 lbs rice and 33 lbs bread. Punished two men for drunkness and [illegible]

Water made these 24 hours

[illegible] and pleasant weather. Rec'd fresh Beef and vegetables for the crew. Fish Cutter employed in [illegible] U.S. Ship Fregate America got under way and [illegible]

Water made these 24 hours

Mazatlan Roads

February 28th 1846

During this day received from the Cutter and other pleasant
Had a heavy dew at night. Rec'd a load of wood and water from the Cutter.
Punished two men for skulking.
Water made these 24 hours

March 1st 1846

During this day Received Wood from the Cutter
and clear pleasant weather, Employed in scraping masts
and booms. At 9 am. and at sunset Mustered the crew at Quarters
At 12 called all hands to muster and read the articles
Water made the 24 hours.

March 2nd 1846

Wind and weather the same. Employed in getting
out a mast for repairs. At 10h. Flag Ship made a signal 34th
At 12h 131. Sailmakers employed in making new
Sick Report 31 men

March 3rd 1846

Received a load of wood and water per 1st Cutter. Court
Martial
Water made these 24 hours.
Sick Report

March 4th 1846

Employed in warping and watering ship, Scraping, Setting
and furling sails. Sick Report
Water made these 24 hours

March 5th 1846

Rec'd 1st Cutter a load of water. Court Martial in session
Employed in setting up rigging and turning in dead eyes. Sick
Report 46

Mazatlan Roads
March 6th 1846

Winds from the W.ds and W.ds and clear pleasant weather
Employed in getting up rigging
Water made these 24 hours
Sick Report

March 7th 1846

H. B. M. Frigate Talbot came in and anchored,
Winds from the N.ds + W.ds and clear pleasant weather, Punished
two men for fighting Gilman Willy deserted from the Market
Boat; Court-Martial in session. Sick Report
Water made these 24 hours

March 8 1846

Light winds from N.W. + W.ds and pleasant weather,
At 9.30 inspected the crew at quarters and read prayers
Sick Report 27 men
Water made these 24 hours

March 9th 1846

Gilman Willy was brought on board by the Master at Arms
At 5. P.M. H. B. M. Brig Frolic got underway and moored to the
1st buoy employed in watering ship. Court Martial in session
Sick Report 35 men
Water made these 24 hours

March 10th 1846

Winds from the N.W. + W.ds and hazy. Taken Big deserter
from the 1st by Master at Arms brought on board in confinement, Punished
Chas Ward and George Wallace with 12 lashes each with the cat
for Gambling, also for Nye, Thos Smith + W.m Morris for
with the same for drunkness

Hazatan Straits
Wednesday March 11th 1846

Wind and weather the same, Court martial in Session. Rec'd fresh Beef and vegetables for the crew, Rec'd a cutter load of water. Rec'd a lot of White Lead, Paint Oil & Spirits of turpentine from the Store Ship Erie. Sick Report.
Water made these 24 hour

Thursday 12th 1846

Sail makers employed in making a new [illegible] Sick Report 37 men
Water made these 24 hours

Friday 13th 1846

Winds [illegible] Court Martial [illegible] Rec'd a lot of water per cutter. Sick Report,
Water made these 24 hours

March 14th 1846

Winds moderate from the N.a. & W.a. Court Martial continued. Sick Report 38 men
Water made these 24 hours

Sunday 15th 1846

Winds Moderate from the N.a. & W.a. and clear pleasant. Discharged W. Johnson 2nd (Sea). Called all hands to Muster and read the morning Service. Sick Report 32 men
Water made these 24 hours

Monday 16th 1846

Strong winds and squally with heavy rain. Ship [illegible] in the offing. During the night the Women made her number, at 9 inspected the men at quarters the cutter came on board

Magothian Heads

March 17th 1846

Court Martial still in Session, Found and began the Ist Sattion Tack. Punished two men for drunkness and two for Insolence at

Water made these 24 hours

March 18th 1846

Mustered the crew at quarters, Winds from the N.E. and E.

Water made these 24 hours

March 19th 1846

Court Martial adjourned. Punished Gilman Willy with 50 lashes of the cats according to sentance of Court Martial

Water made these 24 hours

March 20th 1846

Court Martial convened at 5 pm unbent the old Courtsp sail and bent a new one. Sick Report 34 men

Water made these 24 hours

March 21st 1846

Wind from the N.W. & W. and hazy. Rec'd a quantity of Hacka Gin, Capt. inspected the crew at quarters. Rec'd fresh beef and veg tables for the crew; Loosed & furled sails according to signal

Water made these 24 hours

March 22nd 1846

Winds from the N.E. & E. Transferred a number of Men to the U.S. Sloop Portsmouth and Rec'd a number of men in return Capt. inspected the crew at quarters. Sick Report 3. men

Water made these 24 hours

Magellan Straits
March 23rd 1846

During this day moderate & pleasant weather
Hoisted out the 1st cutter and in the 2nd Hands to [illegible] the
1st. Court-Martial convened. Sick Report 26 men.
Water made the 24 hours

March 24th 1846

Court Martial in Session on board this [illegible] a number
of Witnesses to the U.S Ship Potomac. Rec'd fresh Beef and
Vegetables for the crew. Sick Report 32 men
[illegible]

March 25th 1846

Winds from the N.E. & N.W. Punished Chas Brown (Sea) for
drunkenness and Richard Basson for drunkenness. At 10 Court
Martial convened. Sick Report 38 men
Water made these 24 hours

March 26th 1846

[illegible] Boarded for a passage to
the United States. Punished N.W. Ray with 12 lashes with the
cats for insolence. Court Martial convened. Sent boats to assist
a boat that was capsized in the surf. Hauled a seine on the
beach. Sent a lot of plank on board of the U.S. Schooner Porpoise
Water made these 24 hours

March 27th 1846

Sent a number of coopers on board of the Sloop to work
the cutter employed watering ships. Court Martial in session
Water made these 24 hours
Sick to port 27 men

Mazatlan Road

[illegible] sail to the Savannah, Pleasant Harbor
Rec[d] fresh Beef and vegetables for the crew, Loosed [illegible]
Furled sails as per signals, Court Martial still in session
Employed in watering ship

Water made these 24 hours

March 29[th] 1848

During this day moderate breezes and clear pleasant
weather, Discharged Jn[o] M. Many during duty as Midn[t] but
rated 1[st] Class Boy, at 10 am called all hands to muster and
read the morning prayers

Water made these 24 hours

March 30[th] 1848

Fresh breezes from the N.W. & N. & pleasant weather
[illegible] Punished Wm Scott with 12 lashes and two
cats for striking a man, Rec[d] fresh Beef and vegetables for the
Chas Sanford deserter returned on board, Sick Report 31

Water made these 24 hours

March 31[st] 1848

[illegible] with moderate breezes from the N.W.
& [illegible] the cloudy, Rec[d] a load of wood for the use of the
ship

Water made these 24 hours

April 1[st]

Winds from the N.[d] & W.[d] and pleasant [illegible]
2[d] Cutter for wood sailed all hands to muster
[illegible] read the articles of War punished
[illegible] with 12 lashes each for fighting on board
[illegible]

Water made these 24 hours

Mazatlan Roads

April 2nd 1845

Transferred Augustus Stevens to the Sea[illegible]
the Shark returned our dingy having [illegible]
Frenchs men on board in a gale [illegible] Sloop of War Portsmouth got underway at 11 AM
11 AM called all hands Unmoored Ship and [illegible]
Lieu. Al[illegible] came to with Starb[d] anchor in 8 fathoms
water, hard bottom, veered to 30 fathoms, took the following
compass bearings, viz outer Rock S E by E ½ E. [illegible]
of Virgado isle N E. Easton outer bluff and [illegible]
AM 11 AM. the Commodore made signal for [illegible]
weighed the Starb[d] Anchor. Sick Report [illegible]
Water made these 24 hours

Mazatlan April 3d 1845

Moderate winds from the N W & [illegible]
[illegible] signal for 4 fathoms [illegible]
to Starb[d] Anchor. Sick Report
Water made these 24 hours

June 1st 1845

Rec[d] 6899 lbs of Bread. Rec[d] a load wood [illegible]
Cutter, Employed water ships. Commodore [illegible]
PM. Water made these 24 hours

June 2nd 1845

French Cutter employed watering ships. Hoisted in [illegible]
6 A.M. Called all hands to muster and read the [illegible]
Regs. * Read the Articles of War and a late law of Congress
respecting the enlistments of boys & Marines
Water made these 24 hours

Mazatlan Harbor
April 5th 1846

Light winds from the W.ard and clear pleasant weather
At 8 AM the Commodore shifted his Pennant from the
Water Witch to Levant, 4 Prizes for smuggling Spirits
and Tobacco Sent to Mazatlan each with 12 Men of
the Cats.

Water made these 24 hours

April 6th 1846

A lot of Officers on board ordered to survey our
ground tackle. Recd fresh Beef and vegetables for the
crew. Sick Report 29 men
Water made these 24 hours

April 7th 1846

[illegible] Pumped
below the Starbd Chain. Boatswain employed setting
up the Fore and Aft Stays
Water made the 24 hours

April 8th 1846

Winds from the N.a & E.a and cloudy. Rec'd
[illegible]
Commodore made Signals 153.
Water made these 24 hours

Wayahoo Islands

Sunday, April 19th 1846

[illegible] came in an anchored near us, She was a brig of 216 tons [illegible] long 42s on deck, The Brig Emelia rated 522 Tons or nearly as large as a 1st class sloop of war

Water made these 24 hours

April 20th 1846

[illegible] Warren on Liberty

Water made these 24 hours

April 21st 1846

Commences with moderate breezes from the N.E. to N.N.E. and [illegible] P.M. from the U.S. Ships Warren. Wm. Penn. 18 [illegible] winds from the S.E. & W.S.W. Rec'd from the [illegible] for a passage to the United States

Water made these 24 hours

April 1846

During this day weather clear and pleasant with [illegible] winds from the N.E. & N.N.E. Rec'd from the U.S. Ship Savannah [illegible] & invalids J. Brown (Sea) J. Alexander, 10th Illinois and [illegible] (Sea) [illegible] (Sea) J. Rollins [illegible] to the Savannah the following Marines Serg't Lawson [illegible] Corp'l D'Bury, Dunn, Hoffman, Hanna, Fishpaw, [illegible] Moore, Wallace Wyble Wilson & Dunbar, [illegible] Dennie, Pvt Bloomfield, Bruce Call [illegible]

Magellan Straits

Jones, Lang, Malone, Marshall & Towns rec'd, transferred a number of men to the Warren, my ship's boys, Robt Fitz, [illegible] and George Simmerson (Boy). Transfered to the Warren Thos Young (OS) Chas Worster (Sols). Rec'd from the Warren W. D. Phelps (Boy) Caught the topsail, Cutter in the boats. Punished a number of men for various offences

Sick Report 30 men

Water made these 24 hours

Thursday 11 Jan 23rd 1846

During this day moderate breezes from the N.W. & W.N.W. and pleasant, At 30m P.M. fired a Gun and showed the Ensign, at [illegible] Lieut of marines for Home. Set the Courses and made all sail, at 2 hove to with the Main topsail to the mast, Capt Boat & Ships pilot away and stood in & anchored on the Anchorage of Magellan. Commodore made signals 1185. Capt returned on board fired a salute of 19 guns commanded all sail. The Commodore answered the salute with 9 guns. Hoisted the Blue Ensign hauled down the Pendant, At 4pm [illegible] 8 miles

Water made these 24 hours

11 Sun Sailing 0 [illegible]

Moderate this day light breezes and pleasant, at 8 A.M. inspected the crew at quarters. Unbent the Main Sail and bent another, Sold the Clothing and bedding of James Evans Andrew Johnson, and Wm Mason (deserters) Ship under Steering Sails the greater part of the day and under all Studding sails

Water made these 24 hours

At Sea April 25th 1846

Moderate breezes and pleasant weather, [illegible] Lower Studding sail Halyards, A partial Eclipse of the Sun [illegible] At 9 am inspected the crew at quarters Made and reduced sail as occasion required, Boatswain employed [illegible] ruling rigging, At Sunset mustered the crew at quarters Ship under all Starb'd Studding sails.

Water made these 24 hours

Distance 130 Miles

Lat obs 16° 33' North Long Chro. 108° 21' West. Sick Report 2 men

Sunday April 26th 1846

During these 24 hours Moderate breezes and pleasant [illegible] and the Best sail as occasion [illegible] the day [illegible] at quarters, Ship under all Starb'd [illegible] best of our way to the South'd. A lot of Dolphin playing around the Ship, &c to Ballast [illegible] made and read the Morning Service

Water made these 24 hours

Distance 114 miles

Lat obs 14° 31 North Long. Chro. 108° 32' W. Sick Report 35 men

Monday April 27th 1846

[illegible] Ship under all Starb'd studding sails. At sunset and at [illegible] mustered the crew at quarters Pumped Ship out twice during the day [illegible] at the usual hour and the 3d Division of small arms [illegible] Made and reduced sail as occasion required [illegible]

Water made the these 24 hours

Lat 12° 09' North Long 108° 47 West Sick [illegible]

At Sea, Tuesday April 21st

[illegible] moderate breezes and fine pleasant weather with passing clouds, Sail makes [illegible] making a New Main Royal, Ships under all steering sails, Made and reduced sail as occasion required, Exercised the 2nd and 5th Divisions at great guns and small arms, division with muskets, Inspected the crew at quarters.

Water made these 24 hours

Distance

Lat 10° 04' North Long 108°. 30' West. Sick Report

Wednesday April 22nd

During this day moderate breezes and [illegible] Ships under all steering sails, Exercised the [illegible] at the great guns and 3rd & 4 Divisions at small arms, Pumped Ships out twice during the day, Caught [illegible] Quarter Boats, Crew variously employed, During the night cloudy with squally appearances

Water made these 24 hours

Distance 116 miles

Lat 8° 18' North Long 108°. 30' West Sick Report 22 Sick

Thursday April 23rd

During this day moderate breezes from [illegible] pleasant at 11 am wind hauling [illegible] Started fresh tack tack in all steering sails, [illegible] out [illegible]

Water made these 24 hours

Distance 80 miles Total distance 38.181 miles

Lat 7° 22' North Long 108°. 4' West Sick Report

At Sea Friday May 1st 1846

Commences with moderate breezes and clear weather
at Quarters Cleared the 2d and 5th Divisions of great guns
Pumped ship out twice during the day. Ship under all plain
sail. Made and reduced sail as occasion required. End with
light variable winds and cloudy with rainy appearances

Water made these 24 hours

Distance

Saturday May 2nd 1846

Moderate breezes and pleasant
weather, Ship under all drawing sails, Pumped ship out twice
during the day. At Quarters and at 9 mustered the
Crew weather unpleasantly hot, Ends light airs and calms
Inspected the 5th Division of small arms &c

Distance 35 miles

Lat 6° 20' North Long 108° 42' West. Vict Portsmouth 8000 miles

Sunday May 3d 1846

Commences with moderate breezes and rainy appearances
under Reefed and Staing Sail on the Starb'd tack. Weather
[illegible] at Quarters and at 9 Mustered the Crew
[illegible]

Water made these 24 hours

Distance

Lat 6° 5' 45" N Long 107° 36' W

At sea. Monday May 4th

During this day Moderate breezes and clear pleasant
[illegible] Set the Sail as on the Port tack Making
[illegible] During the day Punished [illegible]
during the day. Exercised the 1st Division of great guns
and 4th Division small arms. At Sunset and at gun fire
the crew at quarters. Said Mathews making a new [illegible]
and repairing old sails

Water made these 24 hours
Distance
Lat 5° 00' North. Long 10h. 47' West Kick Report

Thursday May 5. 1842

During this day winds light with occasional
hot and unpleasant weather, but we are rewarded
so it is no matter, even if it was twice as hot, Clear
the day a great deal of rain and ends with rain & thunder
At 8 am. Mustered the crew at quarters, Old Watt on the gun
deck making a new fore sail, In rainy weather he and his
gang block up the gun deck and in fair weather they
occupy the [illegible] side of the quarter deck as there is no shelter
for a rover either in fair or foul weather, However he has
not thrown his time away for there has been made [illegible]
a large quantity of sails for this ship. Turned a man over to [illegible]
for [illegible]

Water made these 24 hours
Distance 47 Miles
Lat 4° 46' North
Long 10° 58' West
Kick Report 32 min

At 8 AM. Thursday May 6 1847

Fresh weather with light airs and clear, Ships as a wind
under all plain sail. Made and reduced sail as occasion required
Employed as per log. At 8 AM. mustered ship's company
mustered the crew at quarters, Exercised the 3d Division at the
great guns, crew variously employed
Sail makers employed repairing old sails
Water made these 24 hours
Distance 108 Miles
Lat 3° 45' North Long 105° 26' West

Friday May 7th 1847

Fresh winds with occasional heavy squalls and rain
at times, Ships as a wind under all plain sail, Exercised
the 4th division at the great guns, crew variously employed
Boatswain overhauling rigging. Exercised the 3d Division at
muskets, a heavy squall from the NW at 2 PM carried away
Lat

Water made these 24 hours
Distance 108. miles
Lat 3° 26' North Long 107° 01' West

Saturday May 8th 1847

During this day Moderate breezes and cloudy, Ships
under Square and Flying Sail. Made and reduced sail
as occasion required, At 4 PM carried away the Main Top
Gallant mast, just above the topmast cap, sent it down
and rigged and fidded another, Crew variously employed
Water made these 24 hours
Distance 133 miles
Lat 3° 11' North
Long 109° 03' West
Sick 1 Total 33 Ran

At Sea Saturday May 9th

During this day moderate [illegible] and clear pleasant weather, Ships under Royals and Flying Jib & in company with the Consort, Inspected the crew at quarters, During the day [illegible] Carpenter Fore topmast back stay, and the Back ropes to the mainmast, rove new back ropes, and got up a tow rope and fitted it as a Fore topmast back stay, Pumped ships out twice during the day, Cooper employed [illegible] Boatswain employed over hauling rigging, [illegible] since leaving Mazatlan

Water made these 24 hours
Distance 133 Miles
Lat 1.25 North Long 110.03 West, Sick Report 35 men

Sunday May 10th 1846

During this day Moderate breezes and clear pleasant weather, At Sunset and 9 am Mustered the crew at quarters At 10 called all hands to muster and read the Articles of War, Exercised the Starboard Gun, and Ships out twice during the day, Exercised the 1st division at quarters and the 2d division with muskets, Sail makers employed making a new fore sail, crew variously employed

Water made these 24 hours
Distance 11
Lat 0.01 South Long 110.31 West Sick Report

Monday May 11th 1846

Commences with light, breezes and pleasant weather, Ships consort during the day, Exercised the [illegible] Great guns, Boatswain over-hauling rigging, Carpenter [illegible] Boats, 2 gunners making Matts for the Gun tackles

Water made these 24 hours
Distance 113 Miles
Lat 1.48 South Long 112.18 West Sick Report

At Sea, Tuesday May 12th 1840

Being this day Moderate breezes and clear pleasant weather
Ship under all plain sail, Made and reduced sail as occasion
required, At sunset and at 9 am Mustered the crew at their
Quarters Ship'd out twice during the day, Exercised great and small
Arms at the great guns, Sail maker making a new foresail.
Lot of sea Gulls.

Water made these 24 hours

Distance

Lat 4.08 South Long 113.28 West Sick Reported 21 Men.

Wednesday May 13th 1840

Moderate breezes and pleasant weather with cloudy
Mustered the Starbd Fore topmast Back stay, got up a new
Spanker, Bended the Fore topsail sail, set up the topsail, Royal
and Fit stays, as also the Back Ropes, Splic'd and set up the aft
stay that was Standing

made these 24 hours

Distance

4.31 South Long 111.45 West Sick Reported 27 men

Thursday May 14th 1840

Being Moderate breezes and pleasant weather
Bended the Foresail and Spanker, Mustered
the Back stay, Sail makers employed making a new foresail
Set up the Rigging and Clear'd the Ship

Water made these 24 hours

Distance

Lat 8.33 South

Long 111.32 West

At Sea, Sunday, May 15th

During this day light and Moderate [illegible]. Sundry
Ships out twice during day. Exercised the 5th [illegible]
[illegible] Cutting
[illegible] Ships Company and Watch.

Water made these these 24 hours
Distance 90 miles
Lat 10.0 South Long 11h.57 West

Saturday May 16th 1840

Winds light and moderate, Exercised the 3rd division
of great guns and the 5th divisions of small arms Time, Sundry
ship outs twice during the day. Ship under all plain sail Hands a
reduced sail as occasion required, Employed in Caulking
the wake of the quarter deck barronades, Hooked the pendant tackles
and set them up, Sent down and stowed the Fore Thrower Sails
The Capt went aloft and had an overhaul of the [illegible]
chests, Sent a lot of useless lumber out of the tops

Lat [illegible]
Distance
Lat 12.26 South Long 11h.51 West Sick Report

Sunday May 17th 1840

During these 24 hours winds light and moderate [illegible]
[illegible] inspected the crew at quarters, At 9.30 Mustered the crew at quarters
At 10 called all hands to muster and read the Articles of War
Made and reduced sail through the day as wind required
Standing the best of our way to the Sd [illegible] (Alhaiaite
Point of destination Sick Report 28 Men

Water made these 24 hours
Distance 1174 Miles
Lat
Long

At Sea Monday May 18. 1846

During these 24 hours wind light, and
[illegible] Thermt. [illegible] Latd [illegible] Long
[illegible] at 1 [illegible] the Pumps [illegible] at 4,30 P.M. Pumpd
[illegible] at 5. [illegible] the [illegible] at quarters. At 6 P.M.
took in Royals and Flying Jib At 7,30 clewed down Jos Sail,
[illegible] Spanker At 8 [illegible] Jos Sail [illegible] At 8,15 Am
[illegible] Royals & Flying Jib At 9. the Jos Sail & Mizzen Topsail
At 9. am inspected the men at quarters, Exercised the 2d division
at the great guns and 3 Divisions of Small arms with
muskets

Water made these 24 hours
Distance 144 Miles
Lat Long Sick [illegible] 30 Men

Tuesday May 19th 1846

During these 24 hours Moderate breezes, weather clear &
pleasant At 5. P.M. Re-fitted [illegible] At 5.30 [illegible] the
crew at quarters, Sent aloft Lart.a Gear Jos Sail & studding sail
boom and rigged the said [illegible] At 6 am inspected the men at quarters
Exercised the 5th division at the Carronades and the 4th division
at Small arms with muskets, Carried away the Jos Sail
[illegible] Lart.a & Jos Studding sail boom and the Jos Sail
studding sail Yard, Sent down Jos Main Studding sail
Boom another took and set the sail again, Mast and rigged
out as occasion required

Water made these 24 hours
Distance 189½ Miles
Lat. Long
Sick Report 29 Men

[illegible] Wednesday, May [illegible]

During this day Moderate breezes and [illegible] weather
At 8 P.M. Unbent the Fore sail and bent another, At 2.30 hauled
down the Head sails. At 4. PM. sent aloft the Main [illegible]
Mast Studding sail boom. At 4.40 [illegible] and
At [illegible] called the crew at quarters and [illegible] the Main Yard
Studding sail boom and the Main Studding sail. At 8 [illegible] Main
Top Gallant Yard Studding sail, At 9 employed the crew at [illegible]
Exercised the 3d and 4th division at the great guns and 5th
division of small armed men with muskets

Water made these 24 hours
Distance 167½ mile
Lat [illegible] Long [illegible]

Sick Report 30 men

Thursday. May 21st 1846

During this day light winds varying from the S.W. to
S.S.W and W.S.W and to the S.W. & S. weather clear and pleasant
At 4.40 pm inspected the crew at quarters, [illegible]
At 4.55 took in all studding sails and braced sharp up
At 6.30 [illegible] At 8 [illegible] at 9.20 hauled to the S.W. by W
Furnished Jean Baptiste (C) with one dozen books of sheet [illegible]
to the Boatswain, At 9 am inspected the crew at quarters, Exercised
1st & 2d division at the great guns, Exercised the 3d division
small armed men with muskets, Carpenter [illegible]
the Combings of the Main hatch

Water made these 24 hours
Lat
Long
Distance 92½ miles
[illegible]

At Sea, Friday, [illegible] 23rd 1845

Divinity these 24 hours light airs and ca[illegible]
[illegible] Fitted a pair of [illegible] Top sail Lee Braces
Set them up and punch down a pair of eyelet holes
employed on a New Fore sail and repairing old sails At 4.30 pm
inspected the crew at quarters, Punished Ship mate At 1.45 pm
a light air sprung up set the Main sail and steered, At 2.30 pm
backed the 1st & 2d Watch at 4 pm Exercised the crew at guns fired
from the Gun and Spar deck divisions 36 shot; the [illegible]
Mr Hall Master for the purpose of superintending the Breechings
Passing rope through the Spar deck Lanyards of the Spar deck guns

Water made these 24 hours
Distance 22 Miles
Sat Song

Saturday [illegible] 23rd 1845

During this day light airs and clear [illegible]
At 4.30 pm inspected the crew at quarters, [illegible]
At 9 [illegible] inspected the [illegible] at quarters, Observed [illegible]
4 divisions at the great guns and the 5th division [illegible] armed
with muskets, Sent down Mizzen Royal yard [illegible]
the sail and at 11 Am sent it aloft and [illegible]
and [illegible] sail as occasion required, [illegible]
employed [illegible] Ship Painters employed [illegible]
[illegible]

Water made these 24 hours
Sat 16
Song 6 hrs
Distance 45½ Miles
Sick Keyser 30 mm

At Sunday May 24th 1845

During this day light airs and pleasant weather
[illegible] at 11.15 pm set the Sail to
Jibmast and F & Main Sail Stb studding sails, at 11.35 pm took
in all the Studding sails and braced sharp up, at daylight
found F. Sail Stb studding sail boom sprung, sent it down
and got another ready to send aloft, at 9 am inspected the
crew at quarters, at 10 called all hands to muster and read
the morning service Sick Report 31 men

Water made these 24 hours
Distance 74 miles
Lat Long

May 25th 1845

During this day light airs and calms [illegible] clear &
pleasant at 4.40 pm inspected the crew at quarters and at 9 am
inspected the crew at quarters, Exercised the 1st division at
12 pdr guns and the 3d division of small Arms with
muskets Sick Report 29 men

Water made these 24 hours
Lat S Long
Distance 32 miles

May 26

Light winds and calms, at 3.30 pm Unbent the [illegible]
and bent another at 5.50 took in all studding sails, at 9 am
inspected the crew at quarters. At 9 am inspected the [illegible] at
quarters Exercised 2d & 5th division, at the great guns and 4th
division of small Arms men at Target Firing At 11.30 am set
the Starb'd Studding sails

Water made these 24 hours
Distance 96 miles
Lat Long
Sick Report, 30

At Sea, Wednesday May 19th 1841

Commences with light winds and [illegible] took in all studding sails and braced round on the [illegible] tack [illegible] at 5.30 pm braced round on the Starb tack [illegible] Starb studding sail was [illegible] at 6 pm the [illegible] at 8 pm [illegible] at 9 ins, ructed the crew at quarters Exercised in the [illegible] at the great guns.

Sick [illegible]

Water made these 24 hours

Distance 95 [illegible] miles

Lat Long

Thursday May 20th 1841

[illegible] inspected the crew at quarters [illegible] Small Stud[illegible] an officer also punished Jch Leonard with 12 [illegible] for disobedience of orders

Water made these 24 hours

Distance 1[illegible] Miles

Lat

Long

Sick Report 33 men

At Sea Friday May 29, 1846

During this day wind variable and cloudy, at 4 PM
inspected ships co's. Punished Geo. Dawson one dozen lashes for
[illegible] at 8 PM inspected the crew at quarters, ships under
[illegible] during the day

Water made these 24 hours
Distance 90 Miles
Lat. Long

Saturday May 30th 1846

Commences with calm and pleasant weathers at 4.40 PM
inspected the crew quarters, Sunded Royals, shewed up & got Sail[s] sail
and hauled down head sails, Pumped ship, [illegible]
[illegible] hauled round on the Starb[d] tack [illegible]
[illegible] mast stay sail, At 11. PM. set the Royals. At 7.30 AM [illegible]
White Esq[r]) and Chas Morton (Esq[r]) with one dozen each of the cats
for punishing, at 9 AM inspected the crew at quarters Punished
in 5. 24[s] divisions at the great guns, and 5th division [illegible]
[illegible] at target firing, Ship under Sail
[illegible] long sail

Water made these 24 hours
Distance 90 Miles
Lat Long.

Sunday May 31st

Commences with light breezes and clear pleasant weather
at 8 AM inspected the crew at quarters, at 5. PM. Punished [illegible]
[illegible] during the day

Water made these 24 hours
Lat.
Distance 100 Miles

[illegible] 1846

During these 24 hours moderate and [illegible] breezes alternately [illegible] at 4 hours, at 6 [illegible] at 8 hours, at 8 [illegible] at 8 hours, at 8 [illegible] at 8 hours, at 8

At Sea, Wednesday, June 3rd 1840

During these twenty four hours Strong breezes and [illegible] with rain at intervals, At 4h 30m PM. inspected the crew at quarters. Hands Ships out, At 5h 30m PM. parted the weather main [illegible] in Fore topmast Studdingsail which were set at 8 pm. [illegible] At 11h 25m furled Fore topgallant sail, At 30m took in main topgallant sail At 3h 10m Am single reefed the main topsail set Fore topmast staysail and hauled down the Pilot, At 7h set main topgallant sail & fit At daylight, Reinforced Ships ports, At 8h 30m Am hauled down [illegible] At 9h 20m Am, set Fore topgallant sail

Water made these 24 hours

[illegible]

Sat Long Lat [illegible]

Thursday [illegible] 4th 1840

Commencements and Middle part of these [illegible] hours Moderate and fresh breezes alternately [illegible] raining. At 1h PM. sent down the main Royal and [illegible] At 2h 30m PM. set Starbd fore topmast Studdingsail At 3. [illegible] and set G topmast staysail, At 6.40 PM wind hauled [illegible] squall of rain, from NNW to W by S spread the yards. [illegible] Fore topmast studdingsail and hauled up Mainsail [illegible] set Starbd Fore topmast studdingsail At 6 pm turned [illegible] reef of Main topsail & At 6.30 turned a reef out of G topsail [illegible] day ends with clear and pleasant weather, Made and [illegible] from Major (83) with nine lashes of the Cats to [illegible]

[illegible]

Sat Long [illegible]

[illegible] Friday June 5th 1846

[illegible] intervals, At 3h P.M. close reefed and furled the Mizzen topsail [illegible] At 4h P.M. took in all Starbd studding sails and set low close reefed [illegible] At 8h P.M. took in the Larboard studding sails and set the Starbd [illegible] Fore Royal and Starbd Fore top Gallt Studdingsail. Sick 25 and Supernumerary in the Hold

Water made these 24 hours

Distance 162¾ Miles

Sick [illegible] Sons [illegible] Sick [illegible] 35 men

Saturday June 6th 1846

During these 24 hours fresh and moderate breezes alternately [illegible] At 4h A.M. took in the Starbd Fore Royal Stud Sail [illegible] At 6h A.M. set the Starbd Fore Royal Stud Sail [illegible] and halyards took in the sails. At 8h A.M. [illegible] At 9h A.M. inspected the crew at quarters. Sailmakers employed in repairing old sails. Made and reduced sail through the day as occasion required. Carrying Studdingsails [illegible] the latter parts of the day. Sick Report 31 men

Water made these 24 hours

Distance 184½ Miles

Sick [illegible] Sons

At Sea, Sunday, June [illegible]

During these 24 hours light winds and calms [illegible]
[illegible] At 10h AM took in the the Studding sails and braced round on [illegible]
[illegible] a new one and hoisted the sail again. At 7h 30m tacked to the N.W
[illegible] light breeze springing up from the S.W, Made and reduced sail
[illegible]

Water made these 24 hours
Distance 36¾ Miles
Lat Long Sick Reports 35 Men

Monday, June 8th 1840

Commencements and Middle hark of these twenty four hours
[illegible] wind and rain. At 3h P.M took in Fore and mizzen topsails
and close reefed the mizzen topsail, At 3h 30 hauled down fore and
hoisted Fore topmast staysail and took 2 reefs in the Fore topsail
Parted foot rope of the Mainsail and split the sail [illegible]
unbent it & Sent down Mizzen Royal yard, At 4.45 PM sent [illegible]
[illegible] & took 2 reefs in the Main topsail
[illegible] wind and Squalls. Furled the reefs out of the topsail
[illegible] At 7 am discovered a
[illegible] At 9 am [illegible]
[illegible]

Water made these 24 hours
Distance 94¾ Miles
Lat Long
Sick [illegible] 31 Men

At Sea Tuesday June 9th 1846

During these twenty four hours light, variable winds and calms
weather pleasant. At 3.50 P.M showed our colors to a Brig on the weather
bow, At 4.10 P.M the Brig in sight showed Venetian Colors, At 4.40 P.M
inspected the crew at quarters and ran out the main deck guns
[illegible] At 8 P.M. Set the [illegible]
At 9 AM inspected the crew at quarters, Exercised Gun 2nd & 5th
division at the great guns At 11.30 A.M. [illegible]
[illegible] At 12 M. Observed the Sun's Meridian Altitude
Latitude by Reckoning 31° 00' N Longitude by Chronometer
Variation of the Compass 7° 30' W. At 1 P.M. Set the Royal sails
At 2.30 P.M. [illegible] At 4 P.M. Set the Royal sails
At 5.30 P.M. [illegible] At 6 P.M. [illegible]
At 7.30 [illegible] and took the reef in the Main
topsail. The day ends with fresh breezes and cloudy with rain and
many squalls at intervals, At 7 A.M close reefed the Fore top
sail, struck down Royal yards, double reefed Fore topsail and
single reefed Mainsail, At 7.30 backed to the N.W. [illegible]
Fore topsail, up Mainsail, hoisted Jib Spanish flag and [illegible]
and stood off N.E. [illegible] At 9.30 single reefed the
Mainsail, At 10 AM close reef Topsail, single reefed the Foresail
double reefed Mainsail and took the 3rd reef in Main topsail

Water made these 24 hours

Distance 50½ Miles

Lat. Long. Sick Report 31 men

Wednesday June 10th 1846

[illegible] and fresh breezes and cloudy weather
Decks wet and dirty with occasional showers of rain and squalls at
intervals. At 1.30 P.M. [illegible] At 2 P.M. [illegible]
Royal Mast and at 2.30 P.M. [illegible] Fore [illegible]
single reefed the Fore topsail At 4 P.M. Set the Royal sails
At 5.30 P.M. [illegible] At 6 P.M. Set the Royal sails
At 7.30 [illegible] and took the reef in the Main topsail
The day ends with fresh breezes and cloudy with rain and
many squalls at intervals, At 7 A.M close reefed the Fore top
sail, struck down Royal yards, double reefed Fore topsail and
single reefed Mainsail, At 7.30 backed to the N.W. [illegible]
Fore topsail, up Mainsail, hoisted Jib Spanish flag and [illegible]
and stood off N.E. [illegible] At 9.30 single reefed the
Mainsail, At 10 AM close reef Topsail, single reefed the Foresail
double reefed Mainsail and took the 3rd reef in Main topsail

Water made these 24 hours

At Sea, Thursday June 12th 1806

During these 24 hours moderate breezes and cloudy weather with
[illegible] at 1 PM saw a sail bearing [illegible] at
1.30 [illegible] the [illegible] of the Fleet, main topsail and kept out
[illegible] Courses &c set, Fore & Main Top Gallant sails. Bent a [illegible]
topsail and set it, with one reef in it, Bent the Main topsail, at 4.30
tacked to the N.E. & W.E. Pumped ship out, at 11 PM [illegible]
[illegible] of Mizzen topsail & Spanker and set [illegible] Gallant sail
[illegible] light, crossed Royal yards and made all [illegible] sail
[illegible] at 2.30 [illegible] Main topsail to the mast, at 3.30 Shewed our Flag to a
[illegible] standing to [illegible], at 8 [illegible] sail in sight, At 9
inspected the crew at quarters, at 10 tacked to the N.E. & W. [illegible]
[illegible] Sung to the Ship's Company

Water made these 24 hours

[illegible]

Sat Song [illegible]

Sunday June 13th 1806

During this day moderate breezes and [illegible] weather
several sail in sight, at intervals through the day, at 1 PM tacked
to the N.E. & E.S.E. Reefed Mizzen topsail and Spanker, at 4 PM
appearances of land on the lee bow, at 4.40 PM [illegible]
at quarters, Pumped the Ship out, Showed our colours to a Vessel
ahead, at 5.40 PM tacked to the W.S.W. at 6.20 took [illegible]
fore & Main sail and the 2nd reef in the Mizzen topsail, at night
wore Ship to the N.E. & W.S.W. at 2h am wore Ship to the S.E. at 4
wore and stood to the E.S.E. at 5 am turned the [illegible]
[illegible] at 8 [illegible] land in sight [illegible]
[illegible] sail in sight [illegible] Inspected the crew at quarters

[illegible]

[illegible]

Sung

At Sea, | Saturday the 31st 1840

During the early part of these light winds and [illegible]
with hazy cloudy, At 2.40 PM discovered [illegible] (the Island of Valparaiso) bearing per compass N.E. [illegible] At sunset the Light house which is situated on Point [illegible] per compass N.E by E. Spoke an Hermaphrodite Brig bound to Valparaiso [illegible] with bower cable and got the anchors [illegible] the light house bearing per compass E by N distant about 2 miles Reefed Sails out. At midnight standing in for the land off of Valparaiso under easy sail. At 7.30 tacked ship to the N.W. & W. Sent boat on board leaving the Ship. Dispatched the 4th Letter to Valparaiso Received [illegible] Also two days Notes of the coast for pilotting & standing in to the Bay of Valparaiso Boarded the American Brig Capt. Allen of Newbury port 43 days from Callao. Light airs & variable standing in. At 11.30 [illegible] sail and came to with the Sheet Anchor in 20 fathoms water muddy bottom Veered to 45 fathoms chain and furled sails. Sent the following bearings per compass viz Custom House S½W Signal Staff S.W½W

Water made these 24 hours

Distance 23¼ Miles

Lat

Long

Dist & Course

Valparaiso Chile

Sunday June 14 1840

Commences with light breezes from the S.E. and pleasant weather. At the Middle watch from Midnight to 4 AM calm from the S.E. to the west from 4 to 8 AM light breezes from the S.E. with western clouds. The day ends with light variable winds and cloudy weather, Sent down the top gallt yards. Housed the Main and Mizzen and sent down the fore top gallt mast. Moored in 15 fathoms on the starboard cable. Set the fore topsail and cut the top, Sent up the Fore & Main royal yards. The American Consul (Dore) visited the ship and on leaving saluted him with nine guns. Received 3 Bbls Bread Samples Lt. Newton) 100 days from England Also fresh Beef and Vegetables for the crew. Hove Sail in the Offing. At 9 P.M. answered the evening gun, At 10 AM called all hands to muster and read Articles. Seven men Deserted from the Ship Peacock, John Hall and Geo. Bagley discharged from the Sea service of the United States. At Meridian fired a salute of 21 guns with the Ensign Colors of the Ship, which was returned by the same number from the Fort on shore. Temp.re of Air from 62 to 69 through the day. Sick Report 3 men

Water [illegible]

Sunday, June 15th 1840

During this day light variable airs and cloudy weather. Moored with the Stream cable. Sent the fore topmast and cross jack yards up, Also the main royal yard being down. Received fresh Beef and vegetables for the crew, 25 Bbls and 3 men from each Mess ashore on liberty for 24 hours, Changed the fore topmast, fitted the rigging and fished it, Setting up the shrouds &c. Painters employed outside, Sail maker repairing the Sails.

Water [illegible]

Valparaiso Bay, (Chile)
Tuesday, June 16th 1846

Commenced with light breezes from the N.E. & E.N.E. and clear, Received on board a tank of water from shore, employed watering ship. Sent in the Bower Anchor, Stream Anchor, Kedge, and a number of old Chains. Moored ship with the Starb.d Sheet anchor, At 1.30 pm. let go the Starb.d Sheet anchor, Moored to 30 fathoms on the Starb.d, and 30 fathoms on the Port.d anchors, cables, the Ship tailing into 11 fathoms water, So the Port.d Sheet anchor was let go, Middle part light, breezes from the N.E. & E.N.E. with clear pleasant weather and attended with rain, The day ends with fresh breezes from the N.E. & E.N.E. and cloudy with rain, a Brig under sailing out of Harbour At 3.30 PM. sent down Top Gallt masts, At 5.30 pm. moderate sailing and a Brig coming into the Bay, At 6.40 pm let go the Starboard Sheet anchor and veered to 7 fathoms on each cables, Got up and sent down fore topmast and Topgallant masts, At 11.30 PM wind moderate with light rain, Finished sending the topmasts

Water made the these 24 hours

Wednesday June 17th 1846

Commenced with moderate breezes from the S.E. S.S.E. and S.S.W. and cloudy with light rain at intervals, At 1.30 PM in veered to the Port.d Sheet anchor cable and hove up the Starb.d anchor, At 3.30 PM hove up the Port.d anchor which was found let go the Starb.d bower anchor, At 4.30 PM. Finished the ship shifting off chain moored ship and hove up her up, At 5.30 sent a hawser to the English Steam Ship Magpie the Ship a head and let go the Port.d Bower anchor with 30 fathoms chain, At 7.30 veered to 45 fathoms chain, At 9.30 veered and an extra allowance of 30 fathoms, Middle part of these 24 hours light winds from the S.E. & W.S. and clear pleasant weather At 2.30 AM veered to 30 fathoms on the Starb.d cable, The day ends with light breezes from the S.E. & E.S.E. and clear pleasant weather,

Valparaiso Bay

Received fresh provisions for the crew, [illegible] weigh our Kedge, at 8 am loosed sail to dry. [illegible] from 8 to Meridian sent out and dropped a Kedge [illegible] Sent 3 men from each mess ashore on liberty for 24 hours.

Water made these 24 hours [illegible]

Thursday June 15th 1826

[illegible] clear pleasant weather, at 1.20 PM. Furled sails. At 2.30 [illegible] Hauled to up fore [illegible] and [illegible] Sent a Kedge anchor and 120 fathoms chain from the Starboard in letting on board stores in the several departments, Middle part of these 24 hours [illegible] with light variable airs and clear pleasant weather, the day [illegible] with light variable airs and pleasant weather with light showers of rain at night [illegible] Beef and vegetables for the crew, Sent the 1st Cutter [illegible] on board

Water made these 24 hours

Friday June 16th 1826

[illegible] with light breezes from the N.E. [illegible] Dingy Boat hoisted her out and sent her [illegible] in taking on board stores, in the different departments Received [illegible] of water, Middle part, light variable airs and pleasant the day ends with light airs from the N.E. & E.N.E. pleasant [illegible] fresh provisions for the crew, Rec'd another lot of [illegible] Swayed up T.G.B. Gallant mast Rec'd a load of wood for lighter, Punished with one dozen lashes each of the following men viz: Wm Allen (OS) and John Pearsall (OS) for fighting [illegible] (Boy) [illegible] (OS) for disobedience of orders [illegible] Barnett (Boy) this on request he not being a native of the U States

Wednesday 30th
Latter part of first 24 hrs 1840

Clewing down low sails, Set reefed topsails, Hauled
to the wind Standing to the Southward, Light breezes from
Eastward, Employed as before, At 8 Discharged from
the Sick list, Thomas Ellis, Ordinary Seaman, At 9 Set
and Discharged at his own request John F. Brown Seaman
being a native of the United States, Discharged the Land, At 10
and rigged out the Flying Jib Boom, At 1.30 pm weighed the Small
anchor and sent the small anchor which was dec? [illegible]
Received William Hayden to the American Consul, he having sent
him on board as a supernumerary, At 4, Mustered the men
at quarters. Found the following men missing from the Ship
without leave, viz, that St Prince (Ord) Thos Pratt (Ord) Robt Green
(Ord) Joel Hotel (Ord) Jas Riley (Ord) Chas H Seymour (Sea) John
Collins (Ord) and John C. Myers (Sea) At 6 Set reefed all hands
up Top Gallt yards, At 10. called all hands up another set up
Starboard anchor and sent the Ship ahead by a line to the British
Steamer Sirius, She having parted two Cables in the
Night and [illegible] to sea, At 11.30 [illegible]
hauled [illegible] Set and Flying Jib and hauled off the Sirius Steamer,
At Meridian set the Spanker and our own boats towing [illegible]

Water made these 24 Hours

[illegible]

Sunday June 21st 1846

Commences with calm and clear pleasant weather
The Boats ahead towing ship, At 1 PM a light breeze springing
up from the S.W. & W.S.W., At 1.40 PM called the Boats alongside and
made sail, At 2. PM backed and stood in, hauled up the Courses
and backed main Topsail, The Master returned with the Boats
[illegible]
[illegible]
these 24 hours moderate breezes and pleasant with passing clouds
at times, [illegible] At 8 PM the light House
[illegible] and found Agamidda S.b.E. & E. and
the Northern extremity of land bore North, Nearest in sight and
passed them below, At 9 AM Pumped ship & tried, At 9.30 mustered
the crew at quarters, Sent the Fore yard down ready to fish
[illegible] to the 1st Made and received ship
as occasion required,

Water made these 24 hours
Dist'd 110½ Miles
Sat Song Sick Keptn 55

Monday June 22nd 1846

During this day moderate breezes and pleasant weather with
passing clouds at intervals. Sent the Fore yard [illegible]
[illegible] Sang, [illegible] At 3 PM hove a cag
in the Spanker & furled it, Took one in the Mizzen Topsail & [illegible]
Topgallants sail, At 6 PM single reefed the Fore topsail
At 8 Sent mid. ights. took in Fore & main Topgallants sail, At [illegible]
[illegible]

Water made [illegible]
Distance 128¾ Miles
Sat Song Sick Keptn 58

At Sea. Tuesday, June 23rd 1846

Commences with [illegible] weather, at 5.30 PM [illegible] Mizzen Topgallt Sail, Royal and Studding Sails, at 6 AM [illegible] crew at quarters and pumped ship out. Middle & latter part light variable winds and calms, weather pleasant. At 9 PM braced round [illegible] at 11 [illegible] a light breeze springing up more ahead [illegible] would draw, Transported the after Carronades from the Larb[d] quarter to the Port[s] gangway. At 9.30 [illegible] Fore Sail and at 11.30 Reef, and set the Foresail, Sent up the Fore topmast Studding Sail [illegible] Set the M.[n] T.[s] Sail and Fore Staysail, Sent down F. Topmast Staysail, and turned the watch out of the Starboard.

Water made these 24 hours.
Distance 62 Miles
Lat Long Sick Report, 53. Men

Wednesday, June 24th 1846

Commences with moderate breezes and pleasant weather with passing clouds, at 30m PM sent down Mizzen Royal yard and bent the sail. At 1 AM [illegible] Topsail and Royal and [illegible] Fore Royal Sail, Sail makers employed repairing sails, At 6 AM. employed [illegible] Pumped Ship out, Middle part Moderate and fresh breze all sail [illegible] at intervals, At 10 AM [illegible] squally, Made and reduced sail to suit the nature of the weather, The day ends with light winds and [illegible] weather with drizzly rain, Made all sail carrying Mod[t] [illegible] at 9 PM called all hands (witness punishment) and exhibited [illegible] on board of a number of men for various offences

At 11.50 AM Sung Matins (?) Repeated the Lords

Water made these 24 hours
Distance 174 3/4 Miles

At Sea, Thursday June 25th 1846

[illegible] moderate breezes and clear [illegible]
[illegible] weather, At 2.30 PM took in all studding sails [illegible]
[illegible] Royal & flying Jib [illegible] at 3
[illegible] Mary [illegible] (1). At 5 PM reefed
[illegible] Royals, flying Jib & one reef in the sails
Middle part, moderate breezes with passing clouds, at
took in Mizzen Top Gallant sail, at 5.31 set it again, at 6
set F Topmast studding sail, Pumped ship out the day
[illegible] at 11 [illegible] Royals, at 11 took in Royals
[illegible] Jib, reefed the main topsail, Mizzen
& Fore main sail, at 11 set the Mizzen topsail
sails, reefed & furled the Spanker, Sent down Royal yards

Water made these 24 hours

Distance 139 4 Miles

Lat Long Sick Report 2 [illegible]

Friday June 26th 1846

Commencement and middle parts of these [illegible]
[illegible] breezes with passing clouds [illegible]
weather, At 2 PM took the 2nd reef in the Spanker sail
At 2.31 unbent F topmast stay sail and bent another
inspected the crew at quarters. Pumped ship out, took
the reef out of Main top sail at 11 PM [illegible]
[illegible] Made & reduced sail as occasion required

Water made these 24 hours

[illegible] Miles

Lat [illegible] Long Sick Report [illegible]

At Sea, Saturday June 27th/46

Commences with light airs and passing clouds with light [illegible] at intervals, at 2.30 P.M taken aback [illegible] on the [illegible] tack at 4.30 P.M. inspected the crew at quarters. Pumped [illegible] passing clouds at 9.40 P.M. handed the Royal, at 1 [illegible] the Royal set [illegible] Fore topmast stays'l, The day ends with light and moderate breezes (alternately) with passing clouds, at 9 am [illegible] [illegible] at [illegible] [illegible] [illegible] at 9.25 am took in Fore Sail & Studding sails Ragd & Flying Jib to a squall and at 10 am set them again

Water made these 24 hours
Distance 179 Miles
Lat [illegible] Long [illegible] Cape St Mary 62 [illegible]

[illegible] June 28, 1846

[illegible] with fresh breezes and [illegible] weather with rain At 1 P.M. reduced sail to [illegible] Main Sail and [illegible] double reefed Foresail and single reefed Mizzen At 4. P.M Set Set Fore topmast staysail. At 4.40 Called all hands and took a reef in Fore and Main topsails and furled Fore Sail, Sundry [illegible] [illegible] of the 24 hours Moderate breezes and cloudy with rain at intervals at 10.30 PM set Fore & Main Top Sails. At 1.30 am set the topmast Studding sails & Mizzen top Sail the day ends with fresh breezes and cloudy weather with heavy mist At 5.30 took in Top Sails & Mizzen topsail, Carried away Starb'd Top mast studding sail boom, hauled down the sail & [illegible] the [illegible] at 8 am set Mizzen topsail & Fore, At 8.40 set Main topsail [illegible], Fore [illegible] Mizzen topsail 3 reefs, at 9 [illegible] one reef out of Mizzen topsail

Water made these 24 hours
Distance 195 3/4

At Sea, Monday June 29th 1846

Commences with moderate breezes and misty weather, at 30m PM set S'sl & mizzen Top Gallt sails, at 1.30 PM turned the reefs out of the top sails, at 2.20 PM crossed main Royal yard, set the sail & hoisted the flying Jib & set reefed spanker, at 4.30 PM. furled main Royal, called all hands and took one reef in the topsails, hauled down and stowed the Jib and sent down main Royal yard. Pumped ship out. Middle part of these 24 hours fresh breezes and squally with rain at intervals, at 10.30 PM took in S'sl mizzen Top Gallt sails & hauled up Mainsail at 11.30 [illegible] at 2 AM [illegible] main Top Gallt sail, set & took in 2d Reef in the Mizzen Top sail, at 3.30 took the 2d reef in the F. topsail & set main T. sail. Made & reduced sail as occasion requires.

Water made these 24 hours

Distance 121¼ Miles

Sick

Sick Report 6 Seamen

Tuesday June 30th 1846

Commences with moderate breezes cloudy weather, at 30m PM crossed the Top Sail yard & set the Royl. Top Gallt sails, at 1.30 PM crossed Mizzen Top Gallt yard. Middle part variable winds & [illegible] cloudy with hail, snow & rain at intervals, at 10 PM [illegible] brace round on the Starbd tack and set main sail, at 11 PM [illegible] to the Starbd & Eard at 9 AM inspected the crew at quarters

Water made these 24 hours

Distance [illegible] miles

Sick

Sick Report 6 Seamen

At Sea. Wednesday July 1st 1846

Commences with fresh breezes & squally weather at 40m Past 4 shd squall passed over, Guarded Main Royal, Flying Jib & Jib Sail sail & single reefed Mizzen topsail, as soon as the squall was over set Fore & main Jib Sail sail again, at 4.30 PM. Single reefed Fore & Main T. sails at 5.20 PM double reefed Fore & mizzen topsails, Sent down Main Royal yard, At 6.30 PM. hauled down and stowed the Jib and furled the Sprit, at 7 PM close reefed mizzen topsail, Middle part of these 24 hours Commences with the same. Furled Jib Sail sails at 8 AM Wore Ship to the Starboard Tack set the Jib sail, Took 3rd reef in Fore & Main topsails and set the main spencer, at 9 AM Wore Ship to the Starb & Cape at 9.20 AM turned one reef out of the Fore sail and set main sail and hailed up main trysail, Pumped Ships out, The day ends with moderate breezes and passing squalls, at 9 inspected the crew at quarters at 9.30 PM sent down mizzen Jib Sail yard at 10 PM set main topsail sail. Reefed and set the Jib, Punished Jn. Wright for with one dozen lashes of the "cat" for skulking, Set Standing Rigging double reefed, At 11 PM furled main topsail sail, Set down Fore sail yard, at 11.30 Wore Ship to the Wd hauled down the Jib and single reefed the Fore sail

Water made these 24 hours
Distance 135 Miles
Sat Sun Lat 37.1 or 1 Lo. mer

Thursday July 2nd 1846

Commences with fresh breezes and squally weather at 1.20 AM Wore Ship to the Starb & Cape and took 3rd reef in the Fore topsail At 2 PM turned one reef out of the F. topsail, at 2.20 PM turned a reef out of Main topsail Pumped Ships out, Middle part of these 24 hours moderate breezes with passing clouds, Carried away Fore yard & sprit sail & Stay Sail Standing sail booms & set the same

Made & reduced sail as occasion required
Water made these 24 hours.
Distance 111 miles

At sea, Friday June 3d 1842

Commences with moderate breze and pleasant weather with
[illegible] and set the clew of mainsail, furled [illegible]
& down head sails, at 3. PM the main Royal hallyards parted, struck [illegible]
and set the sail, at 3.30 PM a sail was reported from mast head [illegible]
on Starbd Bow, at 5. PM. furled Mizzen Topt. Stays'l and double reefed
Mizzen topsail. Pumped ship out, at 5.50 PM took in F. Topgallt Stay
sail, at 7 PM furled M Royal & sent down the yard, took in all Sts [illegible]
at 8 PM furled the Studdg sails, reefed the mainsail, double reefed
[illegible] with [illegible] at 8.15 PM close reefed
the Mainsail, at 8.20 close reefed the Mizzen topsail & furled the
Mainsail, at 9.40 PM furled M. Royal and sent down the yard
at 10 hauled main sail & set the clew of mainsail, at 11 [illegible]
Sts. Studding sail reefed and at 11.30 Crossed Main Royal yards
The day ends with fresh breezes and cloudy weather with drizzling rain
At 9 AM inspected the crew at quarters, At 11. reefed & set
furled the main sail, Made reefed sail as occasion required
[illegible]

Water made these 24 hours
Distance 171 Miles

[illegible] Log Dec. Royal [illegible]

Saturday June 4th

[illegible] wet weather, At 4.10 Parted the weather Fore Topt. bow
[illegible] the sail, sent down the main Royal yard. At [illegible]
[illegible] Lower Studding sail, At 2 AM took in Fore Topmast
Studding sail, At 5.30 Set Starbd F. Topmast studding sail
[illegible] At [illegible] the Main took in [illegible]
At [illegible] took in F. topmast studdings furled do. Set [illegible]
[illegible] hauled up the mainsail and set main Topsail
At 9.30 took 3 reefs in F & main topsails single reefed the Fore
sail At 10.30 called all hands reefing the main topsail

At Sea, Sunday July 5th 1846

Commences with fresh breezes and cloudy with snow at intervals at 5 reefed T. Sails set, sail and trim ship to the 5th at 6 P.M. hauled up Courses, Stood Down T. Topmast stay sail, Middle part of these 24 hours light winds & calms, weather cloudy wit snow at intervals at 10m past midnight, braced round on the Starb.d tack at 1.30 AM set Fore topsail close reefed, at 3. am set main topsail at 3.30 set Spanker and Jr. T.Sail stay sail, at 5.30. light airs at 7.30 hauled the reefs out of the topsails, unfurled Fore sail and set main sail single reefed, Furled the main topsail at daylight & Cleared ship out. the days work light breezes and cloudy with snow Crew at all times with exception of a night in the F & Main Topsail, At 11 Crossed Fore & Main T. Gallt yards and set F & main T. Gallant sails

Water made these 24 hours

Distance 46 miles

Lat Long Sick list, 58 men

Monday July 6th 1846

During this day moderate breezes and cloudy weather, At 30 M hauled up the Foresail for reefing, At 1 P.M. hauled the reefs out, & main topsail, hoisted Main Royal yard and set the sail, Starb.d Watch set the Fore sail, at 3.40 set Starb.d T. Topmast Studding sail, At 6 P.M. took in Main Royal & Flying Jib to a squall of snow, at 6.30 set Main Royal & Jib, Furled and took in Royals frequently throughout these 24 hours, at 1 set Starb Fore Studding sail and hauled down the head sail, at 9 PM Mastered the Sick, at 9.55 PM in taking in the Fore Studding sail the head rope parted and the sail split at the earing, bent another Flying Jib & Fore topmast staysail, at 10.30 furled the Main Royal & Flying Jib, Set reefed the Spanker and furled the Main Royal & Fore Studding sail. Cleared ship out, At 9 inspected the crew at quarters & saw everything required. Water made these 24 hours

At Sea, Sunday [illegible]

During this day fresh breezes, cloudy & squally weather with snow at intervals, At 30m P.M. took in all studding sails, Lower up [illegible], Squared the yards, took in Royal and sent down Royal yards, furled the Mainsail & F.S. Gall.t sail, At 4 took a single reef in the F Topsail, Reefed at Sun.t Set Split Studding sail, At 3.40 single reef the Main topsail, At 6. took in the Studding sails, At Meridian carried away the F Topmast Studding sail Boom in handing down the sail, Made & mended Sail as occasion required

Water made these 24 hours

Distance 213½ Miles

Sat Sung Fish Reported 57

Wednesday [illegible] 1854

During this day winds fresh and [illegible] weather cloudy with snow & squalls at intervals, At 1.0 [illegible] in Mainsail, Close reefed and set it again, Took in [illegible] Top Gallant sails, At 2 P.M. furled Mainsail, Close Fore & Mizzen [illegible] At 4 P.M called all hands and spliced the "Main Brace" At 6, pm Pumped Ship out, At 7.20 Set Main Topsail At 8.10 PM turned two reefs out of the Fore and one out of Main & Mizzen topsails, Hauled [illegible] yard on the lee beam, At 11.5 M turned a reef out of Main Topsail, At 3.20 am set Mainsail single reefed At 6 [illegible] for (1) day the Crew Rated (1) with 3 lashes of the Cats for drunkenness, Pumped Ship out, At 9.30 took in Fore and Main Top Gall.t sail, At 10.30 showed our colors to [illegible] Barque standing to the S.ward

Water made these 24 hours

Sat Sung Fish Reported 57

At Sea Thursday Aug 6th 1840

Throughout this day fresh breezes and cloudy with [illegible] squalls at intervals, At 30m PM. Bailed up Main Try sail, at 2.30 Set the Main Sail & Main Sail Sail, At 3 PM set the Fore Sail & Fore Sail Sail, At 4.30 took in the Jib & Gallt sails, At 6 PM Pumped Ship out, At 7 Set the Main Try sail, At 6 am hailed down Fore Topmast staysail, turned out reef of the Topsails and set the Main Sail Sail, At 8 am turned the reef out of the Main Sail, Sail, Hauled down the Jib, At 9.50 am turned the reef out of the Fore Topsail and loosed up the Fore sail, At 11.30 am set the lee [illegible] of the Fore sail, & the Starb Fore Topmast Studding sail [illegible] and Main Royal mast in place of the one which was carried away, Kept under reduced sail throughout the day to suit the motion of the vessel

Wat made 1 Sea 24 hours

Distance 95 miles

Lat [illegible] Long [illegible] Sent a boat to [illegible]

Friday this day moderate breezes and cloudy with rain at 1 am hauled to the wind on the Starb tack, At 4.30 am Set the Fore Topmast Studding sail, Set the Fore Royal mast and the Carpenters employed making a Main Topmast Studding sail Boom of 45 ft At 2.40 turned the reef out of the Fore Sail and set it, At 3.15 Discovered land Ahead on the Starb bow, At 3.20 PM Cryed out Mizzen Top Gallt yard parted and stowed the Jib, Found the outer boom iron on Starb end one yard defective, sent it down for repairs, At 4 PM Jumped Ship's mark, At 5 am turned the reefs out of the Mizzen Top sail and set Mizzen Top Gallt sail, At 7 am Set the Main Top Gallt Studding sail, At 7.30 Cut Proved Fore Top Gallt yard & set the Sail, Set Starb Lower Studding sail

Water made 1 Sea 24 hours

Distance 95 miles

Lat [illegible] Long [illegible] Sent a boat to [illegible]

At sea Saturday June 11th 1864

Commences with light breezes and cloudy weather
At 4.40 PM Sunbed Royals and flying jib, ...
... At 11.20 ...
tacked to the N.E. & W.ds on the watch from Midnight to 4 AM ...
breezes and cloudy with light rain and snow. ...
... with light rain and ...

Distance 117¾ Miles

Sob Song Sick Reports 6 pm

Sunday June 12th 1864

Commences with light breezes and cloudy weather with ...
... sick log. At 1. PM tacked to the N.E. & E.ds
Pumped ship out. The remainder of this day strong breezes ...
... with heavy ... At 2.30 hove to ...
... Furled Sails and ... At 3 PM ...
... to reef, the sail ...
underst and sents it down. At 11. PM set spanker double reefed ...
... double reefed and set it hauled up the mainsail and single ...
reefed it, at 3 single reefed the fore sail & close reefed the ...
... at 3.30 took the 3rd reef in the F. topsail, At ... furled ...
... topsail & hauled down F. topmast stays ...
... Hove ... at quarters, at 9.20 set F. topmast stays ...
... John Wright (OS) with dozen lashes of ...

Water made these 24 hours

Distance 110¾ Miles

[illegible] 3d [illegible]

[illegible] Set main top gallt sail, at 5. PM turned a reef out of the Fore top sail. Pumped ship out, At 8.10 PM turned a reef out of the Fore top sail set the fore and Top gallt sails, also the main top sail and [illegible] at 8 PM turned the watch up mainsail, turned a reef out of the top sails, At the mid watch set the top gallt sails, at 5 am Crossed main Royal yards and set the sail, At 8 turned a reef out of the top sails, At 9 punished [illegible] with 6 lashes of the cat for being below in their watch, Made [illegible] sail throughout this day as occasion required, Boatswain employed overhauling and examining the rigging

Water made these 24 hours

Distance 148½ miles

Sail [illegible] Sail Rigging &c

Tuesday [illegible]

During this day light airs and calms, [illegible] at 2 PM Crossed the Royal yards & set the sails, Pumped ship out at 6 PM took in Starb.d Sower Studding Sail and set the Port Sower Studding sail at 8 PM took in Starb.d Sower Studding Sail and set the Port Sower Studding sail at 9.20 in all Studding sails & Royals, At 10 Braced round on the Starb.d tacks & set the [illegible] sail, At Ending down the last watch [illegible] [illegible] [illegible]

At Sea, Wednesday [illegible] 1845

During this day variable winds, weather cloudy with light rain at intervals, At 3 discovered a sail on the weather bow standing to the S.W. At 4.40 set down Royal yards, At 5 reefed & hauled up the Courses & reefed the topsails, hove to the sail at 6.30 Wore Ship, Parted Starb.d Main brace pendant and [illegible] At 7.40 more fair and set the reefs in Topsails, At 8.10 hauled out all reefs & set all Studding sails, At 9 the Stranger showed colors to a French Barque on the Starb.d Bow, at 9 shortened sail and hove to with the Main topsail to the mast, to speak with her Communicated our position & sent the Surgeon on board at the request of the Master of the French vessel, at 10 the Surgeon returned with Mr Mace (French Seaman) with broken leg and below; to the French Barque Isle of St Malo bound to Mazatlan, at 10.30 filled away and made all sail with wind on Starb.d quarter

Water made these 24 hours

Distance 90 Miles

Lat [illegible] Long [illegible] Dist 81, part 82.

Thursday Aug 15 1844

During this day light and Moderate breezes and fine weather At 4 PM took in Studding sails and hoisted the [illegible] At 5 reefed in the topsails, At 7 more fair & 10 hauled the reef out of Fore topsail, At 5.30 AM squared yards and set Starb.d Studding sails, At 9 made sail & the wind at [illegible] Sent down Main [illegible] and Mizen Topmast Studding sail and 12 lashes of the cats for stealing

Water made these 24 hours

Distance

Lat [illegible] Long [illegible] Dist [illegible] 86

At Sea, Friday, July 9th 1846

During this day moderate Breze & pleasant weather
with a Heavy Swell from S.E. Employed Scraping
and Painting Ship outside & in standing rigging &c. At 1130
Piped to dinner & departed this life Wm Brown Ordy Seaman
At 6.30 PM Set Stayscl Foresail & Royal Studding sails & at 11 do
Hauled Lower Studding sails At 11.30 Called all hands to Bury the
dead and committed the Body of Wm Brown to the Deep

Water made these 24 hours
Distance
Lat Long Sick Report 58 men

Saturday July 10th 1846

During these twenty four hours light airs and moderate
breze and pleasant weather, At 30m Spoke the ships
mainsail and fore sail, Set Studdsail Booms, Fore
Topmast and Top Gallant Studding sails, At 4.40 double
reefed the Mizzen top sail, Pumped Ship out, At 6.30 PM
Hove to, Set Top Gallant sails and Royal, At 8.30 do Set in all
Studding sails, Turned the reefs out of the Mizzen top sails
Set Fore & Mizzen Top Gallt sails, Fore Royal, Mizzen Stay sail
in case of the mainsail, At 7 am Set fore & aft sails
At 8 do employed in making up gunters

Water made these 24 hours
Distance 123 3/4 Miles
Lat 35° 48' S Long 48° 52' W Sick Report 54 men

Sunday July 19th 1846

During this day light airs and calms, At 2 PM saw
a Brig on the weather beam, At 4.30 PM Hove to for
French Barque, Pumped Ship out, Hauled down Head sails
up mainsail, At 11 am braced round on the Starbd tack

Water made these 24 hours
Dist [illegible] Lat 34.35' S Long 48.18 W Sick Report 49 men

At Sea, Monday July 20th 1846

Commences with light airs and pleasant weather with passing clouds, at 1 PM set the Spanker and hauled to the N.E. at 4 PM took in Royals, & flying Jib, at 4.30 PM light squalls & rain, at 5 PM in heavy squall the St. Sail carried away, unbent the sail and bent another, hoisted the Spanker, Sprit sail yard, at 6 PM took in Studdg sails both sides, at 7 PM double reefed the fore sail hauled up the Courses and steered S.E. by E. at 8 PM hauled down jib and hoisted St. topmast stays sail, took 2nd reef in Fore sail 2nd reef in main topsail, at 30 took 3rd reef in Fore sail hauling out the weather main tack to stop of the leeward block carried away and the block striking Thos Moore in the Head fractured his scull, at 7 AM Pumped ship

Water made last 24 hours

Distance 94 Miles

Lat 33.31 S Long 49.21 W Lieut Ripley 48 ——

Sunday July 21st 1846

During the 24 hours strong gales and pleasant weather with passing clouds, at 1 PM. hauled up and hauled the main sail up close reefed & furled the fore topsail, at 2.40 shook out and furled main topsail sent it down and sent up another close reefed, the mizzen topsail and came to the Cable at Anchor in 7 fathoms, double reefed fore and close reefed mizzen topsails & turned the reefs out of the main topsails at 9 am inspected the crew at quarters

Water made these 24 hours

Distance 14 Miles

Lat 33.22 S Long 48.52 W

Sick list 46 ——

At sea, Wednesday July 23rd 40

[illegible] with light breezes and pleasant weather
at 12 PM tacked [illegible] at 2 PM Set Flying Jib and
[illegible] at 2.30 Employed the main Boom yards and all the
sails, Called the quarter deck divisions to quarters and secured
the Carronades in their places, At 5 PM Set Flying Jib, Pumped
ship, Sent in Royals & Flying Jib: Moderate breezes during mid-
dle part of these 24 hours weather cloudy. At 8.30 PM single reefed
the topsails and Spanker, At 11.30 Furled F & Mizzen Top Gallt
sails, At 12 took the 2nd reef in the Fore & Main topsails, down
[illegible] Royal yard At 12 Middle part
[illegible] and set Fore & Main Top Gallt
sails, Made reduced sail as occasion required

Water made these 24 hours
Distance 96 miles
Lat 33.14 S Long 47.17 W Sick Report 0 Men

Thursday July 25th 1840

[illegible] (Rough hazy) the remainder of the day
from 12 PM to Meridn fresh and strong breezes, weather
Hazy At 1 PM set Main Sky sail and [illegible] Main
sail a little yard, At 5 PM Pumped ship out, At 7.30 PM
took 2 reef in the Main topsail - hauled down Jib Mizzen
Staysail, At 11.30 Wore ship to the N.E. & set Fore topmast
Staysail At 12 took in a reef in the F & Main topsails & set
the Fore Gallt sail Made reduced sail as occasion
required

Water made this 24 hours
Distance 88 3/4 Miles
Lat 32.51 S Long 47.1 W Sick Report 41 Men

At Sea July 24th 1845

During this day moderate breezes and pleasant weather with passing clouds at intervals, at 30 PM hoisted the fore sail & [illegible] turned a reef out of the fore topsail and sent down main Top Sail yard overhauled the riggin on it, kept the sail and crossed the yard, Turned the reef out of the main sail, At 3.30 PM Set F & main Top Sail & sail and [illegible] a reef out of Mizzen Top sail At 8 single reefed the Main topsail and Spanker, Pumped Ship out At 8.30 Furled fore Top Sail sail, At 9 Am inspected the crew at quarters, Pumped Ship out At 9.20 Set fore T. Sail sail [illegible] At 11.30 turned out all reefs Rove New fore T. Sail braces & fitted new Main T. Sail & Royal Lifts & Main Royal fast ropes

Water made these 24 hours
Distance 110 Miles
Lat 32.04 S. Long 44.36 W Sick Reported 43 men

July 25th 1845

During this day light and moderate breezes weather cloudy with rain, At 2.30 Braced F & main Royal yards and set the sails, At 4 PM Set Sail & fore topmast studding sail, At 8 Set Sail Square & Top Sail Studding sails and furled the Spanker, At sunset saw a Sail on the weather quarter, Pumped Ship out, at 9 PM took in Sail & and set Starboard studding sails At 2 Am turned 2 reefs out of Top sail and set Mizzen T. Sail sail At 9 inspected the crew at quarters

Water made these 24 hours
Distance 147 Miles
Lat 29.41 S Long 43.44 W Sick 44 men

At Sea, Sunday July 26th 1846

Commences with moderate breezes and cloudy with rain at intervals, Punished the following men with one dozen lashes each Viz Jno Fagan (Seaman) Wm Fleming (Ord) Geo W. Adams (Ord) Jno E. Conway (Ord) John Jones (Boy) Francis Oliver (Boy) John Allen (Ord) at 4.30 P.M. employed Pumping ship out at 5 AM Employed Unrigging Top Gallt sail and sent aloft to unrig Jib sail, Found the Fore Royal torn furled it at 7.30 AM sent down Fore Royal yard and unbent the sail for repairs, at daylight Pumped ship out, Obs'd inspected the crew at quarters Carried away the Starbd main Top Gallt standing sail boom Set Starbd Fore & Aftermost Studding sail at 11.30 employed Fore Royal yards

Water made these 24 hours
Distance 218 miles
Lat 25.57' S Long 43.19' W Sick Report 45 men

July 27th 1845

Commences with moderate breezes and pleasant weather with fleecy clouds, the day and night light airs and cloudy with rain at intervals at 2.30 P.M. observed a sail on the Starbd bow standing to the Southward at 4.30 Pumped ship out at daylight bent a new Fore Topsail Standing fine Land in sight extending from the Southward of Rio de Janeiro to Cape Frio Light House on Raza Island bearing per compass NNW (about) and in sight distance 12 miles

Water made these 24 hours
Distance 152¾ miles
Lat 23.15' S Long 43.15 W. Sick Report 45 men

At R. de Janeiro Feb 28th 1831

During these 24 hours light variable winds and cloudy
weather. Standing in for Rio de Janeiro. Sent the Cutter
a[illegible] the Sugar Loaf [illegible] and a large island [illegible]
several sail in sight. Pumped Ship out and [illegible]
Spar deck guns, Set the watches at the hours, At 6.40 Stood
up and came to with the Larboard anchor in 17 fathoms water
veered to 40 fathoms chain & furled sails, At 8 [illegible]
boat up to the city of Rio de Janeiro, At 9 inspected the crew
at quarters, At 10.15 called all hands and hove up the anchor
and made sail to Royals & Flying Jib. Punished 2 seamen viz
John Lester (sea) Wm Marshall for sculking with one dozen lashes
each at the gratings

Water made these 24 hours

Harbour of Rio de Janeiro
at 2 P.M. 1831

So[illegible] with light breezes and pleasant weather
First part of this day standing in for the anchorage At 2.00 P.M.
hoisted our number, which was answered by American Squadron
At 3.00 fired a salute of 13 guns which was returned by
the U.S. Flag Ship Columbia, Commo Rodgers with 11 guns
At 3.30 cleared up and came to with the Larb[d] Anchor in 13
fathoms water, furled sail and moored Ship with 30 fathoms
on the Larb[d] anchor and 40 fath[s] on the Starb[d] At 4.00 P.M.
with a Brazillian Flag at the Fore saluted with 21 guns
which was returned by the Fort on Shore, At sunset sent
Royal yards, at daylight exchanged numbers
with the U.S. Brig Brandywine at anchor outside, Received
Beef and Vegetables for the crew, Hoisted out the 1st cutter
&c. At 10 am the U.S. Consul visited the Ship & saluted
him with 9 guns At Meridian fired a salute of 21 guns in
honour of the French revolution

Water made three 24 hours

Harbour of Rio de Janeiro

Thursday Jan 30th 1840

During this day light breezes and pleasant weather
the U S Ship Brandywine came in and anchored. Rec'd on board
4140 gallons of water from a water boat, Saints employed in
painting ship out side, at 6.30 PM fired a salute of 17 guns in
honor of the birth of [illegible] to the Emperor of Brazil
at 9 AM Rec'd a load of fresh water, Rec'd fresh Beef and vegetables
for the crew, sent on Shore [illegible] to express, Recd from the
U S Dale the following invoice Stores Rec'd
& Received from Chas Ewell Esq Purser U S Ship Dale Chas Ewell (Sd)

Water made these 24 hours.

Rio de Janeiro Jan 31st 1840

Commences with light breezes and clear pleasant weather
at 1 PM with the Brazilian Flag at the fore [illegible] a salute
of 21 guns in honor of the birth of a daughter of the Emperor
of Brazil, at 1.30 [illegible] the U S Ship Columbia
with 9 guns, Transferred John Taylor 2d (Sd) to the U S Columbia
Transferred to the U S Ship Dale Chas Ewell (Sd) at 7.30 am U S
Ship Dale went to sea, Rec'd fresh Beef & vegetables for the crew
Sent to the Store House a number of Empty [illegible] Rec'd
from the Store house 2 bbls Beef, 2 Bbls Pork, 12 Kegs Pickles
and one Box Tobacco

Water made these 24 hours

[illegible] 1st 1840

Commences with light breezes and pleasant weather at 1 PM
fired a salute of 21 guns in honor of the birth of [illegible]
Princess Rec'd two tanks of waters, & fresh Beef & vegetables
for the crew

Water made these 24 hours

Harbour of Rio de Janeiro

Sunday August 2d 1840

Commences with moderate breezes and clear [illegible]
Rec'd a visit from R. Greenfell Commander [illegible] of
Brazilian Squadron, a salute was omitted by his own
Rec'd 2000 Sticks of wood, At 9.30 inspected the
quarters, at 10.30 Divine Service was performed by the

Water made these 24 hours

August 3d 1840

Commences with light breezes and clear [illegible]
At 1 PM with the Brazilian Flag at the Fore, fired a salute
of 21 guns in honor of a festival in the imperial family
[illegible] at 3 Sail in the offing, At 5
boarded in 2 Sail Schooners 12 days from Montevideo

Water made these 24 hours

August 4th 1840

Commences with light breezes and pleasant weather
At 20m Flag Ship made signals 131 sent a boat along
[illegible] at 4.00 [illegible] of Sail of
made an unsuccessful [illegible] Rec'd a boat
Acting Master J. L. Strain [illegible]
[illegible] at 8 am loosed sails to signal from Flag Ship, [illegible]
Provisions for the crew, At 11.30 parted sails with
Water made these 24 hours

Harbour of Ste de Cuba
Wednesday August 5th 1846

Commences with Moderate breezes and clear pleasant weather
At 2. PM the U S Sloop of war "Saratoga" came in and anchored
Discharged Domingo Borges (Boy) Rec'd various Articles in the
Carpenters Cabin and Hold unmoored and got up the starb'd
Anchor, At 7.20 loosed sails and set the Top sails, Hoisted Top Gallt
and Royal yards and set the sails, got underway with boats from
the Squadron ahead towing, A Convoy of six American Vessels all
standing towards the mouth of the Harbour, Names as follows viz
Success, Mayflower, Courier, Eagle, Hope, Boy, Diamond, Arabian
and Ida, At 8 Came to with a bower anchor, At 10 Am called
boat alongside, At 11.40 let go the Sta b'd Anchor in 19 fathoms
to 30 fathoms of Chain
Water made these 24 hours

Thursday August 6th 46
Commences with light breezes and clear pleasant weather
Latter part light breezes and hazzy with drizzly rain at
intervals At 2.30 hoisted in 1st & 2d Cutters. At 3.30 PM made
signals for the convoy to get underway Called all hands and hove
up the anchor made sail & [illegible] out of the Harbour
ahead of the convoy, At 7. PM burned a Blue Light, At 9 fired
two guns for the Convoy to face At 10 Spoke the M. Hazy
At Meridian two of the Convoy astern, Made & reduced sail
as occasion required
Water made these 24 hours

At Sea August 7th 1864

During this day moderate breezes and cloudy with drizzling rain at intervals, At 3. PM discovered three sail ahead, made signal to Convoy to steer & fired a gun, At 4 P.M 3 of the Convoy in company and five strange sail in sight in the Mid watch spoke the brig Jewett, At 8 AM all the convoy in sight except one, At Midnight three of the Convoy in sight At 9.30 Am called all hands to witness punishment and punished a number of men for various offences

Water made these 24 hours
Distance 105 miles
Lat Long Pitch 2 Roll 12 m

August 8th 1864

Commences with fresh breezes and cloudy weather At 2 PM Reefed the Spanker At 4 took 2nd reef in Main topsail and made signal to the Convoy to close in Four of the Convoy in sight At 4.30 took 2d reef in fore topsail and set double Reefed gaffs, Pumped ship out At 5.30 took 2nd reef in Main topsail, At 7. PM reefed the mainsail At 7.30 took the 3d reef in the fore topsail & close reefed the Main topsail, At 8.30 reefed the Mizen sail & hauled up the Mainsail, At 10.40 Burned a blue light to show our position At 6 Am took 3d reef in Main topsail & fore topsail At 8 took in reef in fore topsail At 10 took in reef in Main topsail

Water made these 24 hours
Distance 84 miles
Lat Long Pitch 11 Roll 10 m

[illegible] Sunday [illegible]

During the day fresh breezes and cloudy weather
At 2.30 PM set single reef mainsail & furled
[illegible] Spanker At 4 PM the Convoy in sight
dog watch, turned the reef out of mainsail and
both Main & Mizzen topsail Square yards & hauled
clew of mainsail. Set all the Starboard studding sail
reefed the topsail yards set the sail &c, at 8 AM Starboard studding
sails, At 9 inspected the crew at quarters, at 10 AM called
hands to muster Read the morning service & mustered the
crew At Midd. the Convoy in sight & a strange sail
on the Starbd. beam

Water made these 24 hours
Distance by 4 Miles
Lat Long Clock Before 4 min

August 10th 184

During this day light breezes and cloudy at int. ab
dog watch heavy rain accompanied with thunder &
lightning. At 4.30 Spoke the Margaret Hugo, At 8 PM
inspected the crew at quarters, At 1 Brailed the to the light
as signal to the Convoy to tack, A.M. 4.0 Am Spoke Brig Lion
& Dread, Discovered two strange sails

Water made these 24 hours
Lat Long Clock Before 51 m

August 11, 1846

Commences with moderate breezes and misty
weather, End with moderate breezes and pleasant, At 2.30
braced round on the Starboard tack found the [illegible] of the
Fore yard Stranded Got up preventer stay Pumped ship
out at 4 carried away the fore topmast spring stay repaired
it, at Meridian the Convoy in sight.

Water made these 24 hours

At Sea, Wednesday August 12th

During this day variable winds and pleasant weather Convoy in company, At 1.30 P.M. the Ship Comus joined us from Bermuda at 2 spoke with her, At 5 inspected the crew at quarters, Pumped ship out, At 8.30 found the H.C.S. Dan dy Tail steering sail boom broke in the sail, At 9 inspected the crew at quarters, Convoy in company

Water made these 24 hours
Distance 180 Miles
Lat Long Sick Report

August 13. 1845

During this day moderate breezes & clear weather Convoy in company a strange sail in sight astern, At 1.30 Pumped ship out, At 5 inspected the crew at quarters At 7 Am Pumped ship out, At 9 inspected the crew at quarters and exercised the 1st division at the great guns At Meridian all the convoy in company

Water made these 24 hours
Distance 105 miles
Lat Long Sick Report 18 men

August 14 1845

During this day moderate breezes and pleasant weather At 1.30 P.M. Pumped ship out, At 5 inspected the crew at quarters, At 8 Am Punished a number of men for various offences At 9 inspected inspected the crew at quarters and exercised the 2d & 5 divisions at the great guns, Sail making [illegible] spreading sail

Water made these 24 hours
Distance 180 3/4 miles
Lat Long Sick Report 17 men

At Sea August 15, 1846

During this day moderate breezes and pleasant weather Convoy of 5 vessels in company, at 2.30 PM unbent the fore sail and bent another At 5 unbent the main sail and bent another At 5.30 inspected the crew at quarters, At 8 PM payed a tier Stockings to the S.W. burned a blue light, reduced sail to back & Mizzen topsail, At 8.40 filled away and made sail as before At 6 AM Pumped ship out, At 7 discovered a strange sail ahead Made signal for Convoy to close in, At 9 AM inspected the crew at quarters & exercised the 3 & 4th divisions at the great guns, At meridian the Convoy in company.

Water made these 24 hours
Distance 180 ¼ Miles
Lat Long Sick Report 51 men

August 16th 1846

During this day moderate breeze and clear pleasant weather At 5 AM Pumped ship out, At 7.30 Pumped ship out At 9 inspected the crew at quarters, At 10 called all hands and read the Morning service

Water made these 24 hours
Distance
Lat Long Sick Report 50 men

August 17. 1846

During this day moderate breezes and pleasant weather Convoy of five sail in sight, At 8. inspected the crew at quarters Pumped ship out, At 8 AM Punished Sat McCuller for drunkenness Alfred White & Ed Davis & John Simmons for disobedience of Pumped ship out At 9 inspected the crew at quarters and exercised the 1st division at the great guns

Water made these 24 hours
Distance
Lat Long Sick

At Sea August 18. 1846

During this day moderate breze & pleasant weather Convoy in Company At 4.30 Pumped Ship out At 5 inspected the crew at quarters At 9 do Pumped ship out at 9 inspected the crew at quarters, Exercised the 2d & 3 division at the great guns

Water made these 24 hours

Distance

Lat Obs Long Sick Report

Wednesday August 19th 1846

During these twenty four hours moderate breezes and clear pleasant weather. Convoy of five sail in company during the day. At 4hr. 30 Pill Pumped a ship out. Spoke the Barque "Marestpa" (one of the Convoy) At 5 hr. 30 mn. P.M. inspected the Crew at quarters. At 10 hrs P.M. fired a blue light to shew our position and fired a gun as signal for the convoy to close. At 7 hrs 30 m A.M. 16 inches water in the hold, pumped a ship out. At 9 hrs inspected the crew at quarters Spoke the Margaret Hugg and Brig Tweed (belonging our convoy). Made and reduced sail throughout the day as became necessary.

Water made these 24 hours

Distance

Lat. D R Long. D R Sick report 49 men

3° 31' S 35° 07' W

Thursday August 20th 1846

During this day moderate breezes and clear pleasant weather. Convoy of five sail in company. Sailmakers employed repairing a main sail. Carpenters letting a new plank into the Spar Deck. At 4 hrs 30 m P.M. discovered a strange sail a head, which proved to be a Barque,

shewed her our colours. Made signal for our convoy to close in with the ship. At 6 hrs P M the strange sail still in sight on the Starbd beam. Inspected the crew at quarters. Pumped ship out. In getting the Starbd swinging Boom along side, carried away the end of it. At 8 hrs A M 16 inches water in the Hold, pumped the ship out. At 9 hrs exercised the crew at general quarters. Made and reduced sail throughout the day as was necessary.

Water made these 24 hours. Sick report 49 men.

Distance.

Lat. D.R.	Lat. Obs.	Long. D.R.	Long. Chr.
0° 45' S	0° 39' S	36° 59' W.	37° 35' W.

Friday August 21st 1846

During this day moderate breezes and clear pleasant weather. At 1 hr 30 m P M unbent the Mizen Top Sail and bent another double reefed and set it. Convoy of five sail in company. At sun set went to quarters and inspected the crew. Turned the reefs out of Mizen Top Sail. Pumped ship out. At 8 hrs P M. 6 inches water in the Hold. At 7 hrs A M pumped ship out.
at 9 hrs inspected the crew at quarters and exercised the 5th division at the great guns. Made and reduced sail throughout the day as was necessary.
Crew variously employed about the ship.
Making the best of our way for the port of Boston Mass.

Water made these 24 hours Sick report 51 men.

Distance.

Lat. D.R.	Lat. Obs.	Long. D.R.	Long. Chr.
1° 54' North	2° 02' N.	38° 47' W.	39° 14' W.

Saturday August 22d 1846.

During this day moderate breezes and clear pleasant weather. Convoy of five sail in company. At 7 hrs 30 m. A. M. 15 inches water in the hold, pumped ship out. Punished Thos. Kennedy (Sea) with 10 lashes of the Colt for smuggling liquor while in Rio de Janeiro. —

At 9 hrs A. M. inspected the crew at quarters. Exercised the 3rd and 4th divisions at the great guns. Made and reduced sails throughout the day as was necessary. Making the best of our way for the port of Boston, having frequently reduced sail for the Barque Hazespar one of the Convoy to come up.

Water made these 24 hrs. Pitch report 48 mm.

Distance.

Lat.d DR	Lat.d Obs	Long DR.	Long. Chron.
4°. 09'. N.	4°. 06'. N.	40°. 47' W	41°. 13' W.

Sunday August 23th 1846

Commencement and middle part of these twenty four ours, moderate breezes and clear weather. Convoy of five sail in company during the day. At 4 hrs 40 m pumped ship out. At 5 hrs 30 m P. M. inspected the crew at quarters. At 8 hrs 6 inches water in the Hold, pumped ship out. At 11 hrs P. M. shortened sail for our convoy to come up. At 7 hrs 40 m A. M. 14 inches water in the Hold, pumped ship out. At 9 hrs inspected the crew at quarters. At 10 hrs called all hands to muster and read the morning service. Made and reduced sail throughout the day as occasion required.

Water made these 24 hours. Pitch report 46 mm.

Distance

Lat. DR	Lat. Obs.	Long. DR	Long. Chron.
5°. 46 N	5°. 34'. N.	42°. 17' W.	41°. 54' W.

Monday August 24th 1846

During this day light and moderate breezes alternately; weather clear and warm. At sun set went to quarters and inspected the crew. At 8 hrs P.M. five inches water in the hold. At 6 hrs 30 m. A.M. 16 inches water in the Hold; pumped ship out. At 7 hrs 30 m. lowered and unbent the spanker for repairs. — At 9 hrs A.M. inspected the crew at quarters. Exercised the first division at the great guns. Convoy of five sail in company during the day. Made and reduced sail as occasion required. Crew variously employed about the ship.

Water made these 24 hours. Sick report 43 men.

Distance.

Lat.ᵈ D R	Lat. Obs.	Long. D R.	Long. Chnr.
7°. 14'. N	7°. 06' N.	43°. 08' W.	42°. 55'. 10"

Tuesday August 25th 1846

During these twenty four hours variable winds; weather cloudy at intervals with light showers of rain. At 4 hrs 30 m P.M. pumped the ship out. At 5 hrs 30 m P.M. went to quarters and inspected the crew. At 5 hrs 30 m. made signal for our convoy to close in with the ship. At 8 hrs P.M. 6 inches water in the Hold. At 7 hrs 30 m A.M. 14 inches water in the Hold; pumped ship out. At 9 hrs tacked. At 10 hrs A.M. hauled up the Main Sail to let the Margaret Hugg (one of our convoy) come up with us. At 11 hrs tacked to the East? Convoy of five sail in company during the day. — Made and reduced sail as became necessary throughout the day.

Water made these 24 hours. Sick report 44 men.

Distance.

Lat. D R	Lat. Obs	Long. D R.	Long. Chnr.
8°. 06 N.	7°. 53'. N.	43°. 34'. W	Node

Wednesday August 26th 1846.

During this day variable winds and cloudy weather with occasional calms and light rain at intervals. At 4 hrs. 30 m. pumped ship out. At 8 hrs P.M. 4 inches water in the Hold. At Midnight burned a blue Light to shew our position to the convoy. At 7 hrs a M 14 inches water in the Hold, pumped ship out Punished Wm Hennings with one dze lashes of the Cats for striking a petty officer. At 9 hrs a.m. inspected the crew at quarters and exercised the 3rd and 4th divisions at the great guns. Convoy of five sail in company during the day. Made and reduced sail as became necessary.

Water made thes 24 hours. Pitchpeport 43 mes

Distance.

Lat. D R	Lat. Obs	Long. D R	Long. Chr
S. 28. S.	None.	43. 49' W	43. 24' W.

Thursday August 27th 1846

During this day variable winds and cloudy at intervals with rain. At 3 hrs. 30 m. P.M. took in all studding sails and braced up. At 3 hrs. 30 m. tacked. Sumped the ship out at 4 hrs. 30 m. P.M. At 8 hrs P.M. 4½ inches water in the Hold. At 3 hrs 30 m. were ship to the Nd & Wd and burnt two blue lights (signal for convoy to tack) At 8 hrs AM punished John Chipsey (O S) with one dozen lashes of the cats for insolence to an officer, also punished John Summonds (O S) with one dozen lashes of the cats for disobediance of orders.—

At 9 hrs a.m. inspected the crew at quarters and exercised the first division at the great guns. At 9 hrs 40 m. braced round on the Larb tack. Convoy of five sails in company during

the day made and reduced sail as was necessary.
The crew variously employed about the ship.

Water made these 24 hours Sick report 45 men.

Distance.

Lat. D R	Lat. Obs.	Long. D R.	Long Chm
9. 18 N.	8. 40 N.	43. 32. W.	43. 04 W.

Friday August 28th 1846

During this day, variable winds and cloudy weather with rain at intervals. At 4 hrs. 30 m. P.M. pumped ship out. At 5 hrs. 30 m. inspected the crew at quarters. At 6 hrs. 30 m. P.M. tacked to the N.W. and burned a blue light to show our position to the convoy. At 9 hrs. P.M. squally appearances; reduced sail to suit the nature of the weather. At 15 m. past midnight wind fresh, double reefed Mizen Top sail brailed up spanker and reduced sail as was necessary. At 3 hrs. A.M. burned a blue light to show our position to the convoy. At 4 hrs. 48 m. parted Main Tack; hauled up Main sail. At 7 hrs. 30 m. A.M. double reefed the Tack and single reefed the main Top sail. At 7 hrs. 40 m. sent down Royal. Yards. 15 1/2 inches water the Hold. pumped ship out. At 10 hrs. furled Mizen Top Sail and single reefed the F. Sl. At 11 hrs. 30 m. a heavy squall Carried away F. Topmast Stensel. Unbent it and bent another.

Water made these 24 hours. Sick report men.

Distance

Lat. D R.	Lat. Obs.	Long. D R.	Long Chm
10. 35. N.	None.	44. 10 W.	None.

Saturday August 29th 1846

Commences with and until 4 hrs A.M. fresh breezes; weather cloudy and squally. At 3 hrs 30 m made signal for our convoi to close. At 4 hrs 30 m P.M. pumped ship out. The remainder of this day (from 4 hrs P.M. to meridian variable winds and cloudy weather with rain at intervals. At 6 hrs P.M. a reef out of F. & Main Topsails all reef out of Spanker, the reef out of Main Sail and set it. At 8 hrs P.M. 6 inches water in the Hold. At 11 hrs 45 m P.M. hauled up the Main Sail to let the Convoy come up. At 5 hrs a.m. set the Mainsail and Jak Sail and turned the reef out of the Fib. At 7 hrs 15 inches water in the Hold, pumped ship out. At 10 hrs 45 m set the F. Mizen Top Gall't Sail and at 11 hrs 50 m. set the Mizen Top Gall't Sail. Convoy of five sail in company during the day. Made and reduced sail to suit the nature of the weather p p p.

Water made these 24 hours — Sick report 51 men

Distance:

Lat. D.R.	Lat. Obs	Long. D.R.	Long Chron
12. 10 N.	No Obs.	45. 06 W.	No Obs.

Sunday August 30th 1846

During this day winds light and variable; weather cloudy with rain at intervals. At 3 hrs 30 m P.M. turned the reefs out of the Topsails. At 4 hrs 30 m pumped ship out. At 8 hrs P.M. four inches water in the ship. In the Mid. Watch squally appearences with lightning and rain. At 4 hrs a.m. burned two blue light as signal for the convoy to tack. At 5 hrs a.m. turned the reef out of Mizen Topsail. At 6 hrs a.m. 13 inches water in the Hold, pumped ship out.

At Sea, Thursday Sept 3d 1846

During this day variable winds and cloudy with rain squalls at intervals. At 1 PM took in the 3d reef in the Fore topsail, At 2 PM unbent the Main topsail and bent another single reefed and set it. At 5 PM directed the Shenango to carry a light (at night) At 7 turned a reef out of the Fore topsail. Pumped Ship out. At 10 turned a reef out of Fore and Main topsails, At daylight the Shenango hull down astern, reduced sail for her to come up. At 10 AM turned the reefs out of the Fore and Main topsails Convoy in company during the day, also the Ship Mississippi

Water made these 24 hours.
Distance 157¾ Miles
Lat 19.30 N Long 52.13.10 Sick Reports 55 men

September 4th 1846

During this day moderate breezes and cloudy with rain at intervals. At 12.40 Spoke the Ship Mississippi and ascertained that she was in want of "Bread" At 1.10 hove to and sent on board Ship Mississippi 2 Bbls of Bread and attached her to the Convoy. At 1.30 single reefed the topsails, filled away and made all necessary sail. Pumped Ship out. At 5.30 inspected the crew at quarters, At 9 AM inspected the crew at quarters, Exercised the 2d and 5th divisions at the great guns Convoy in Company during the day. Made and reduced sail as occasion required.

Water made these 24 hours
Distance 139½ Miles
Lat 20.54 Long 54.40 Sick Report 60 men

At Sea, Saturday Sept.r 5 1846

Commences with moderate breezes and cloudy weather with rain at intervals. At 2 PM went the Mizzen topsail At 5 inspected the crew at quarters, Pumped ship out At 7.30 PM turned turned the reef out of fore topsail Pumped ship out, At 8.30 AM bent the mizzen t.s. At 9 inspected the crew at quarters, Exercised the 3d & 4 divisions at the great guns. Ends clear and pleasant. Convoy in company.

Water made these 24 hours
Distance 128½ miles
Lat 22° 11' N Long 56° 54' W Sick Report 50 men

Sept.r 6 1846.

During this day moderate breezes and clear pleasant weather, at 5 Pumped ship. Inspected the crew at quarters, at 8.10 Set Mizzen topsail & Jib Gall.t sail At 7.15 Set the Main sail & furled the Jib Gall.t sails pumped ship out At 9 AM inspected the crew at quarters At 10 called all hands to muster; performed divine service and read the Articles of war; also an Act for the enlistment of seamen Boys & Marines, Mustered the crew. Convoy & seven sail in company

Water made these 24 hours
Distance 118¾ Miles
Lat 23° 42' N Long 58° 51' W Sick Report 57 men

Monday Sept^r 7^th 1846

During this day moderate breezes and clear pleasant weather At 4.40 PM Pumped ship out, at 5.30 inspected the crew at quarters, At 3 PM a shower of rain passed over, At 8 am Punished with one dozen lashes of the cats for gambling the following men viz John Davis (Sea) Jn^o B. Berry (OS) Willis Bass (Lds) and Wm Stilling (Marine) for being asleep on "Look out" at Cathead Dennis Mahoney (OS) at 9 am inspected the crew at quarters.

Water made these 24 hours
Distance 137 3/4 Miles
Lat 25.12' N Long 61.03' W Sick Report 48 men

September 8.th 1846

During this day moderate breezes and clear pleasant weather At 1 PM Made signal for the Convoy to close At 4.30 Pumped ship out at 5.30 inspected the crew at quarters at 5.10 am Pumped ship out at 9 inspected the crew at quarters. Exercised the 2^d division at the great guns. Convoy in company during the day

Water made these 24 hours
Distance 112 Miles
Lat 26.40 N Long 62.48 W Sick Report 46 men

Sept 9.th 1846

During this light winds and clear pleasant At 4.30 Pumped ship out at 5.30 inspected the crew at quarters at 7 am pumped ship out. Punished the following men with one dozen lashes of the cats John Carroll (OS) for fighting Wm Johnson 1^st for skulking and Dan^l Coakley (OS) for gambling At 9 inspected the crew at quarters Exercised the 3^d & 4 division at the great guns. Convoy in company

Water made these 24 hours
Distance Lat 27.37. Long 64.15

September 10th 1846

During this day light winds and cloudy at intervals at 8.30 PM boarded the Jewess, discovered a sail on the Larb'd quarter standing to the Nor'd & E'd Pumped ship out At 6.30 am pumped ship out At 8 inspected the crew at quarters Convoy in Company.

Water made these 24 hours

Distance

Lat 28.19 N Long 65.15 Sick Report 47 men

Sept 11th 1846

during this day light wind and pleasant weather At 8.20 inspected the crew at quarters. Pumped ship out at 6.30 am discovered a strange sail on the Larb'd bean. Pumped ships out At 8 discovered a sail on the weather bow standing down before the wind At 9 inspected the crew at quarters, Took in all Studd'g sails and commenced working to windward in order to speak at schooner. Thos Hammond (Gun Mate) fell over board picked him up by a line from the Main chains, Lowered a boat for the life Buoy. Convoy in Company

Water made these 24 hours

Distance

Lat 29.14 N Long 66.29 Sick Report

Sept 12th 1846

During this day light winds and pleasant weather At 10 AM Boarded the America Sch'r Joshua Brown 14 days from Provincetown At 5.30 Pumped ship out inspected the crew at quarters at 8 set all studding sails at 9 am inspected the crew at quarters, At 9.40 Set Larb'd Studd'g sails Convoy in company

Water made these 24 hours

Distance Lat 30.05 Long 67.41

Sept^r 13 1846

During this day variable winds and pleasant with passing clouds at intervals, At 5.30 inspected the crew at quarters. Pumped Ship out. Punished Wm Valliant (Q) with 6 lashes of the Colt for disorderly conduct. At 4 a shower of rain at 8 Convoy in sights. At 9.30 called all hands Reef topsails Single reefed Fore & Main & double reefed the Mizzen topsail, Sent down Royal yards, hauled down and stowed the jib Set Fore lap mast stay sail At 11.50 reduced sail to wait for the Convoys, of which were in sight on the weather beam and quarter

Water made these 24 hours

Distance

Lat Long Sick Report 49 m

Sept^r 14^th 1846

Commences with fresh breezes and squally appearances and light rain at intervals. Single reefed the Courses, At 3 PM set the mainsail reefed. So as prevents Brace on the Fore yard, Sent down Mizzen Jos Gall^t yard At 5 PM hauled the reef out of the Fore top sail, Showed our colours to a Strange sail on the weather bow Fired two Guns and Spoke the Am^n Barque "Martha" from the Coast of Columbia bound to Portsmouth

Water made these 24 hours

Distance

Lat 32°.55'.N Long 69°.27'.W Sick Report 51 men

Sept^r 15 1846

During this day variable winds and calms weather clear and pleasant, At 3 PM made signal for the "Fore" to close in. At 4 PM discovered two sail to windward, Three of the Convoy in sights. Pumped Ship out At 5.45 PM hove to with the Main topsail to the mast

Lowered a boat, and Lieut J. N Gillis went on board the Brig Jewell and took passage in her for the United States, at 6 PM boat returned, filled away and stood on At 7.30 PM turned the reefs out of Fore & Mizzen topsails at 4 AM all the Convoy out of sight ahead At 10 sent down the Fore topsail for repairs. Punished John Wright (Boy) with 12 lashes of the Colt, for neglect of duty, and punished Jno McAvoy (Boy) with one dozen lashes of the Colt for being asleep on Look out. Pumped ship occ. At 9 Inspected the crew at quarters.

Water made these 24 hours

Distance

Lat Long

Sept 16. 1846

During this day variable winds Latter part fresh Gales and cloudy, A strange sail on the Starb'd beam At 5.30 inspected the crew at quarters At 4 AM heavy swell setting from the South'd and the weather hazy took in all Studding sails, At 6.30 Braced round on the Starb'd tack At 8.30 the Ship was struck by a heavy squall took in Royals & Top Gall't sails and double reefed the topsails, At 10.30 called all hands to reef topsails and close reef the topsails single reef the fore sail & furled the Spanker & Main sail. At Mid't two strange sail in sights

Water made these 24 hours

Distance

Lat Long

Thursday Sept'r 17th 1846.

Commencement and middle part of these twenty four hours strong gales and cloudy weather. At 1 PM in attempting to reef the main sail, split it in

several places; unbent a Suit and set the F. Topmast Stay sail and Main Try Sail. At 2 hrs PM two strange sail in sight. At 4 hrs PM two of the Convoy in sight and a ship on the weather quarter. At 5 hrs PM pumped ship out Sent down the main Top Gall. Yard and rove the Main Top Gall. Mast Rope. At 6 hrs PM two of the Convoi in sight At 8 hrs PM five inches water in the Hold. This day ends with fresh and moderate winds & Cloudy, weather fair & part with passing clouds.

Water made these 24 hours. Sick report 57 men

Lat^{a} D.R.	Lat^{a} Obs^{d}	Long. D.R.	
35. 19. N.	35. 30. N.	73. 00 10	Long. Chr. 73. 15. 10

Friday Sept^{br}. 18th. 1846

During this day, variable winds and cloudy weather. At 2 hrs PM discovered a Brig under Jury Mast on the weather bow. At 3 hrs 45 m PM hove to and sent a boat to her. At 4 h 30 m PM the boat returned bringing on board Lieut Hall Comm^{d} of the U S. surveying Brig Washington, he reported that on the 8th. inst she was dismasted near the Capes of Virginia and that her late Comm^{d} Lieut Bache together with 10 men had been washed over board and lost. Got the Gig and Sparrow (Boats) in board and took the Washington in tow. Sent on board of her some light sails & of us. At daylight made all the sail by the wind. & Barque in sight on the Lee Beam. At 6 hrs 30 m AM wore ship to the N^{d} & E^{d}. Pumped ship & at 9 hrs 30 m AM inspected the crew at quarters. Sent a Jury Capstan and sundry small articles on board of the Brig Washington Sounding frequently, or rather got casts of the Lead but obtained with 79, 64, 44, or 85 fathoms line

Water made these 24 hours. Sick report 57 men.

Distance.

Lat^{a} D.R.	Lat^{a} Obs^{d}	Long. D.R.	Long. Chr.
36. 39 N.	36. 39 N.	74. 05. 10.	74. 02 10.

Saturday Septbr 19th 1846

During this day light and moderate breezes alternately weather clear and pleasant. At 2 hrs PM hove to with Mean Topsail to the Mast hoisted out the Sparrow (one of the Steam boats) and set her with a number of small Spars and light stores to the U.S. Brig Washington. At 3 hrs 40 m PM filled away. Brig Washington in tow. At 4 hrs 45 m PM pumped ship out. At 5 hrs 30 m PM inspected the crew at quarters. Sail in sight on the Lee quarter. At 8 hrs PM 3 inches water in the Hold. At 1 hr AM wore ship to the N.E. & W.d At daylight discovered two sails on the Lee and one on the weather bow. At 7 hrs showed our colors to an american Hermaphrodite Brig standing to the S.E. & W.d At 9 hrs AM inspected the crew at quarters. Exercised 3rd & 4th divisions at the great guns. At 10 hrs discovered a sail a head. Sailmakers employed repairing Main Sail. The U. S. Brig Washington in tow during the day.

Water made this 24 hours. Sick report 57.

Distance:

Lat.d D.R. Lat.d Obs.d Long. D.R. Long. Chr.

Sunday Septbr 20th 1846

Commences with moderate breezes and clear pleasant weather. At 1 hr 10 m PM crossed the Royal Yards and set the sail. Hauled up the S. Sail for repairs, repaired and set it again at 2 hrs PM. Sail in sight on the weather beam. The U.S. Brig Washington in tow. At 5 hrs PM got a cast of the Lead in 23 fathoms water. Bottom fine grey sand. At 5 hrs 30 m P.M. inspected the crew at quarters. Showed our colors to an american Barque standing to the S.E. & E.d At 6 hrs PM sounded in 19 fathoms water (bottom fine sand) 6 sail in sight. At

At 8 hrs sounded in 17 fathoms water (bottom fine gray sand)
At 9 hrs 15 m PM wore to the South^d This day ends with light
winds and clear pleasant weather. At daylight saw sail
in sight. At 6 hrs AM wore ship to the N^d At 7 hrs pumped
ship out. A Steamer in sight on the Starb^d quarter. Sent
a F. Jib Gall. Yard a Kelche anchor and 200 gallons of
water on board of the Brig Washington. At Meridian in
15 fathoms water and appearances of land on the Lee bow
Several sail in sight. The U. S. Brig "Washington" has been
in tow of us during these 24 hours.

Wind made these 24 hours. Sick report. 57. men

Distance:

Lat^d D R. Long^d D R. Lat^d Obs^d Long. Chr.

Monday. Septbr 21^st 1846.

During this day light winds and clear pleasant
weather. The U. S. Brig "Washington" in tow. sent 160 Gall.
of water on board of her. At 4 hrs PM several sails in sight
Saw a Pilot Boat on the Lee Beam hoisted the Jack
as signal for her to come to us. At 4 hrs 30 m PM pumped
ship out. At 5 hrs 30 m PM inspected the crew at quarters.
At 6 hrs PM boarded the american Hermaphrodite Brig
"Mary Augusta" 4 days from Thomastown (Maine)
bound to Norfolk Va. At sunset several sail in sight
At 8 hrs PM 3 inches water in the Hold. At 6 hrs AM pumped ship out. At 9 hrs inspected the crew at quarters,
and exercised the 1^st division at the great guns.
Lowered a boat and sent 180 Gallons of water on board
of the U. S. Brig "Washington". Hoisted out the Gig and
ran her up to her davits. Sailmakers employed repairing
an old Main Jib sail. Sounding frequently
throughout the day from 15 to 18 fathoms water. The U. S. Brig
"Washington" in tow during these 24 hrs. Latter part of this day several

sail in sight.
Water made these 24 hours. Sick report 55 men.
Distance.
Lat.d D.R. Lat.d Obs.d Long. D.R. Long. Chr.

Tuesday Sept.br 22.d 1846.

Commences with light winds and clear pleasant weather. At 3 hrs PM the water shoaling to 12 1/2 fathoms sounded up. At 3 hrs 30 m PM kept away in 13 1/2 fathoms water Boarded the american Brig Linden from Charleston bound to New York. Sail makers employed repairing a main Top sail. Carpenters at work repairing the 4.th Cutter. Several sail in sight. At 4 hrs PM the water deepened to 16 fathoms. The U. S. Brig "Washington" in tow. At 5 hrs PM hoisted the Jack at the fore for a pilot. At 5 hrs 30 m PM inspected the crew at quarters. At 6 hrs PM a pilot came on board of us. Pumped ship out. Engaged the Pilot Boat Enoch Turley to take the Brig Washington in tow and carry her inside the Capes of Delaware. At 7 hrs PM cast off our two line from the Brig. "Washington". Rec.d from the Brig Washington her coast Pilot (D. F. Nicholson). At 9 hrs PM obs.d a Brilliant Aurora Borealis. A New York Pilot boarded us. At 9 hrs A.M. inspected the crew at quarters and ran in the Spar Deck guns. Latter. Part of this day moderate breezes and clear pleasant weather. Several sail in sight. Punished Chs. Morton and Wm. Allen each with 12 lashes of the cat for fighting.

D.o Water made these 24 hrs. Sick report. 57 men.
Distance.
Lat.d D.R. Lat. Obs.d Long. D.R. Long. Chr.

Wednesday Sept.br 23d. 1846

During this day light winds and pleasant weather with passing clouds. At 2hrs PM tacked to the N.E. & W. Showed our colours to the american Brig Florence of New York. (Standing to the Sd. Several sail in sight. At 5hrs 30m. inspected the crew at quarters. Pumped ship out. At 8hrs PM four inches water in the Hold. At 9hrs 30m. passed a small sail to Leward standing to the W.d. At 10hrs PM sounded in 39 fathoms of water. At Midnight tacked to the East.d. At 1h 30m. AM tacked as per Log. Sounded frequently in the Mid. watch in from 39 to 44 fathoms water bottom sand and gravel. At daylight three sail in sight. At 7hrs AM. pumped ship out. Got casts of the Lead in from 40 to 34 fathoms water. At 9hrs inspected the crew at quarters. Two sail in sight. Made and reduced sail throughout these 24 hours as occasion required.

Water made these 24 hours. Sick report 52 men.

Distance.

Lat.d D.R. Lat. Obs.d Long. D.R. Long. Chr.

Thursday Sept.br 24th. 1846.

During this day light winds and calms, weather clear and pleasant. At 2h 30m. PM. braced round on the L.Bd. tack. Several sail in sight. Painters employed painting ship outside. At 5hrs 30m PM inspected the crew at quarters. At 5h 4m PM. wore ship to the N.d. Pumped ship out. At 8h PM. 1/2 inches water in the Hold. At 20m past midnight in hoisting the Lard.e Main Sail Gaff Hudd.s sail the Leader (Rope) parted and the Block struck and cut Henry Curtis (Sea) in the face. At 3hrs AM took in all studding sails. At daylight passed a Brig standing to the S.d & E.d. At 7hrs AM. 12 inches water in the Hold. pumped ship out. several sail in sight. At 9hrs 30m AM. unbent the Main

sail for repairs. repaired and bent it again.
Squared the Yards and set all Starboard Studding
sails. At 11 hrs 30 m A.M. shewed our colors to an
american Brig. Painters employed painting ship
outside. Made and reduced sail throug the day
as was necessary.

Water made these 24 hours — Sick report 59 men

(Distance).

Lat'd D R. — Lat Obs. — Long D R. — Long Chr.

Friday Sept'br 25th 1846

Commencement and middle part of these twenty four
hours light winds and clear pleasant weather. The day ends with
airs and foggy weather. At 1 hrs PM roused up the Larb'd Chain
over hauled the shackles and payed it below again. Several
sail in sight. Pumped ship out. At 5 hrs 30 m PM inspected
the crew at quarters. Sail in sight on the Lee quarter.
At 8h PM 5¼ inches water in the Hold. At 8h AM punished
P. Hickey (2ds) with one dozen lashes of the cats for
fighting, also Chs. Norton (2ds) with one dozen lashes
of the cats for quarreling. At 8hrs AM sounded in 42 faths
water, bottom dark sand. Pumped ship out. At 9h AM
inspected the crew at quarters. Sounded frequently in
from 40 to 46 faths water (bottom Green Ooze).
Made and reduced sail throughout the day as
occasion requires —

Water made these 24 hours — Sick report 58 men

Distance

Lat D R. — Lat Obs. — Long D R. — Long Chr.

Saturday Septbr 26th 1846

During this day, variable winds and cloudy at intervalls, with thick fogs. Several sail in sight through the day. Raised the Starbd Chain overhauled it and payed it below again. Got the Stream anchor on the Starbd bow and bent the Stream cable. At 3h a.m parted the Lanyard of the flying Jib Martingale, hauled down the sail & rove a new Lanyard. At 4h 40m am passed a sail to Leward of us Pinnshed Dan B. Terry (Boy) with one dozen lashes of the Colt for missing his muster. Pumped ship out. Sounded frequently through this day from 46 to 15 fathoms water. Made and reduced sails as became necessary. Making the best of our way for the Port of Boston Mass. At 9hrs 0m passed a Barque standing to the N.E. Exercised the crew at quarters. At 11hrs a.m several sail in sight.

Water made this 24 hours.

Distance.

Lat. D. L.

Sick report 57. men

Abstract of a Cruise in U S Ship Constitution 1844-6

Sailed		Arrived		Distance pr Log	At Sea		In Port	
Date 1844	Where from	Date 1844	Where at		Days	Hrs	Days	Hrs
Apl 17	Hampton Roads	Apl 24	New York	622	7	4	35	2
May 29	New York	June 16	Fayal West Isl[d]	2265⅞	18	11	3	15
June 20	Fayal West Isl[d]	" 24	Funchal	669½	3	23	4	23
" 29	Funchal, Madeira	July 1	Santa Cruz	2284	2	"	5	23
July 6	Santa Cruz Teneriffe	Aug[t] 2	Rio de Janeiro	4258¾	27	"	34	14
Sept 8	Rio de Janeiro	Oct 15	St Augustins Bay	5037½	38	12	4	12
Oct 20	St Augustins Bay	" 25	Mozambique	518	4	14	1	19
27	Mozambique	Nov 2	Majunga	339¾	6	3	2	12
Nov[r] 5	Majunga	7	Nos Beh	190	1	11	4	10
" 12	Nos Beh	18	Zanzibar	671½	6	13	7	22
26	Zanzibar	1845 Jany 3	Quallah Battoo	3554¼	37	22	2	15
1845 Jan[y] 6	Quallah Battoo	8	Wylah	63¼	2	6	"	" 9
8	Wylah	28	Malacca	1357⅜	20	"	"	12
29	Malacca	Feb[y] 2	Singapore	89	4	4	36	4
March 10	Singapore	March 18	Sambas River	596⅛	7	23	3	14
22	Sambas River	April 6	Borneo River	720	15	12	3	10
Apl 10	Borneo River	May 10	Touron Bay	2636	30	12	16	10
May 27	Touron Bay	June 6	Macoa	534	10	3	11	19
June 18	Macao	" 20	Whampoa	50	2	10	41	21
August 1	Whampoa	Aug[t] 2	Boca Tigris	25	1	5	24	14
27	Boca Tigris	" 27	Macoa	25	"	9	4	15
Sep[r] 1	Macao	Sept 13	Manilla	928	12	8	7	"
" 20	Manilla	" 26	Soana Bay	597¼	5	22	1	15
" 27	Soana Bay	Nov 6 1846	Oahu	5423¼	50	12	16	5 did not anchor
Dec[r] 5 1846 2	Oahu, Sand[h] Isl[ds]	Jany 1	Monterey	3043½	30			
Jany 1	Monterey	14	Magallan	1339⅜	12	22	98	
April 22	Magallan	June 13	Valparaiso	5391⅞	51	23		
June 20	Valparaiso	July 28	Rio de Janeiro	4734	38	3		
August 5	Rio de Janeiro	Sept[r] 27[th]	Boston		53			

St Augustin Bay West coast of Mad[r]
Long 43° 30' E. Mozambique East coast of Af[c]
3[rd] " April 1852. Capt Percival was 73 [illegible]

Majunga Bembatooka Bay West coast of Madagascar Lat 15.43
Long 46° 15' E. Zanzibar city on Zanzibar Island East coast of
Africa Lat about 6° Long 39° 20' E, Nos Beh Pasandaran
Bay West coast of Madagascar Lat 13° S Long 48° E
Dullah Battoo S W coast of Sumatra Lat 3° 43' Long 97° E
Wylah on the coast of Sumatra 60 miles N W of Dullah Batte
Malacca east side of Malacca Straits Lat 2° 16' N Long 102° 03'
Sambas River, Island of Borneo mouth of river Lat 1° 3' N Long 109° 03'
Borneo " " " — " —— " — " " " 5° N " 115°
Ivana Bay Island of Batan one of the Bashee group
situated between the island of Formosa and north side
Luzon Lat 20° 23' N. Long 122° 21' E